



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** September 8, 2011

**TO:** Mayor and Councilmembers

**FROM:** Planning Division, Community Development Department

**SUBJECT:** *Plan Santa Barbara (PlanSB)* General Plan Update

### **RECOMMENDATION:**

That Council consider the Council Ad Hoc Subcommittee recommended amendments to the *PlanSB* General Plan Update Elements and provide direction to staff.

### **EXECUTIVE SUMMARY:**

Review of the Council Ad Hoc Subcommittee recommendations and issues of concern for the following proposed chapters of the *PlanSB* General Plan Update: Introduction/ Sustainability Framework, Land Use, Housing and Circulation. Review includes proposed amendments to the Goals, Policies and Implementation Actions, as well as a number of issues for full Council discussion including: sustainability, non-residential growth, targeted development, parking, residential density, inclusionary housing and secondary dwellings.

### **DISCUSSION:**

#### **Background**

The Council directed the PlanSB Ad Hoc Subcommittee (Subcommittee) to develop a set of recommended amendments to the September 2010 draft of the PlanSB General Plan Update document. Since late 2010, the Subcommittee met 15 times, concluding their work on June 16, 2011. The majority of the Subcommittee's efforts have focused on residential density and design, and detailed review of all the Goals, Policies and Implementation Actions from each of the respective elements.

In addition, the Subcommittee recommended that the preparation of the Historic Resources Element be initiated through a Task Force; this recommendation was approved by Council on June 28th. The Subcommittee has also supported the American Institute of Architects (AIA) offer to conduct a design charrette to illustrate the most recently discussed residential densities. The results of this charrette were presented to Council on August 2, 2011.

The first set of recommended amendments to the Goals, Policies and Implementation Actions, which included the Open Space, Parks & Recreation, Environmental Resources, Economy & Fiscal Health, and Public Services elements, was presented to Council on July 26. The recommended changes have been completed and were forwarded to Council under separate cover on August 11, 2011. On September 8, the Subcommittee's recommendations on the remaining Land Use, Housing and Circulation elements will be discussed. These recommendations are outlined below.

## **Introduction/Sustainability Framework**

On August 2, 2011 Council expressed concern with what the concepts of Sustainability and Affordability mean in the context of encouraging affordable housing through the PlanSB process. The Introduction to the PlanSB document (see Attachment 1) outlines the Sustainability Framework for the entire General Plan Update. In addition, staff has provided further explanation as to how these concepts apply specifically to affordable housing (see Attachment 2). Staff has also assembled previously released data (also in Attachment 2) to respond to several Council questions as to what data is available to support the proposed policies and implementation actions.

## **Subcommittee Recommendations**

The Subcommittee recommended amendments to the Goals, Policies and Implementation Actions are either reflected in the most recent strikeout and underline version (see Attachment 3) or they have been identified below for full Council discussion.

### Limit Non-Residential Growth (LG2)

- Councilman White recommends re-considering the Council's draft agreement of 1.35 million square feet over the 20 year life of the plan, excluding Pending, Approved and Government buildings, as part of an overall compromise "package" that includes changes to multi-unit residential densities;
- Council interest has also been expressed in maintaining a 3,000 square feet per parcel allotment for Small Additions, although this category is proposed to be reduced from 600,000 to 400,000 square feet. This proposal would require a re-prioritization of the proposed category amounts, or increasing the total amount.

### Focus Location of New Residential (LG4.2)

- Councilman Hotchkiss prefers a broader policy definition as to where housing is encouraged;
- Councilman White suggests most new multi-family housing projects are already locating near transit and commercial services;
- Councilman Francisco supports the suggested edits to this implementation action but feels further discussion is needed.

### Mobility and Active Living (LG4.4)

In general, the Subcommittee did not agree on the role of parking and the associated standards. See Reduced Parking Standards (H11.1) below for further analysis. For this particular implementation action, specific positions included the following:

- Councilman Hotchkiss does not believe that this implementation action will reduce the need for parking;
- Councilman White believes this discussion is fundamental to *PlanSB* and there is a range of opinion on the need to reduce parking requirements;
- Francisco believes this topic needs further discussion.

#### Location of Residential Growth (LG6 – Average Unit Density Program)

The existing base residential density for multi-unit projects is 12-18 dwelling units per acre (du/ac), and this is not proposed to be changed. For most of the multi-unit designated areas throughout the City, under *PlanSB*, the densities remain the same as available under the existing Variable Density incentive program (at 15-27 du/ac), although the buildings will be smaller given the regulated unit sizes. The Average Unit Density (AUD) program is designed to replace the existing Variable Density program.

Similar to Variable Density, the AUD program is incentive based, although the goal is to encourage workforce housing and smaller buildings through smaller unit sizes and higher densities. The location of future residential growth is explicitly targeted in selected areas of the downtown, the Commercial-Manufacturing zone and the Milpas corridor, through higher densities within smaller buildings. These locations were selected for their proximity to frequent transit, and easy walking and biking distance to commercial services.

The AUD program incentives are divided into three tiers: Tier 1, where future growth is not being encouraged by maintaining existing densities and regulating for smaller units; Tier 2, where market rate housing is encouraged with smaller units; and Tier 3, where rental/employer/co-op projects are encouraged with smaller units. See Attachment 4, Density & Unit Size Tables, for the respective densities and unit sizes.

The following are the key components of the AUD program recommended by the Subcommittee and that were used as the base assumptions for the AIA Design Charette:

- **Density**
  - Tier 1: 15-27 du/ac (existing densities/smaller buildings)
  - Tier 2: 28-36 du/ac (market rate/target location/smaller buildings)
  - Tier 3: 49-64du/ac (rental/employer/target location/smaller buildings)
- **Unit Sizes**
  - Tier 1: 1450 - 805 sq ft
  - Tier 2: 1245 - 970 sq ft
  - Tier 3: 600 sq ft (above Tier 2)
- **Locations**

See the following attachments:

  - Proposed General Plan map (Attachment 5);
  - Tier I Density Locations (Attachment 6);
  - Tier 2 Density Locations (Attachment 7); and
  - Tier 3 Rental/Employer/Co-op Overlay (Attachment 8).

- **Residential and Industrial Uses**

On July 23, 2011, the Council expressed concern over the potential conflict of encouraging residential projects in the Commercial-Manufacturing (C-M) zone at the expense of existing and future industrial uses. As a first step towards promoting housing in the C-M zone, Policy EF14 was amended to read: *“Protect Industrial Zoned Areas: Preserve the industrial zones as a resource for the service trades, product development companies, and other industrial businesses, not precluding priority housing in the C-M zone”*.

As a second step to underscore the importance of protecting industrial uses, a new Policy EF15 was also added to read: *“Ensure that there is sufficient land available for industrial uses.”*

Staff is further recommending that in order to both encourage workforce housing and protect industrial uses in the C-M zone, the Tier 2 Density of 28-36 du/ac be eliminated from this specific location of the AUD program. Thus, one could build either market rate housing at Tier 1 (15-27 du/ac) or Rental/Employer/Co-op housing (at 49-64 du/ac). If Council concurs with this direction, the C-M zone on future maps would be revised from what is shown on Attachments 5-8 to specify 15-27 du/ac and 49-64 du/ac.

- **Sunset Clause**

The Subcommittee was not able to achieve a clear consensus on how a sunset clause might be employed to limit the duration of the AUD program. After much discussion and staff input, there was tentative agreement that a seven year period would be the minimum necessary to assess results. Another potential component was an approval threshold of between 100 to 250 units, for which there was no agreement on a specific number.

Lastly, there was no agreement on what the default might be should the AUD program not be renewed after the sunset period. Councilman White recommends returning to the Variable Density program and Councilman Francisco recommends maintaining the AUD provisions for smaller units but with only the Tier 1 density range (15-27 du/ac).

#### Casa Esperanza (H4.2)

The Subcommittee recommends broadening the emphasis of this implementation action for the funding and support of Casa Esperanza to include “other suitable shelter facilities including throughout the region”. These edits would encourage other local jurisdictions to provide shelter facilities similar to Casa Esperanza.

#### Inclusionary Housing (H11.3)

Previously, the full Council had not achieved a clear consensus on the future direction of the existing Inclusionary Housing program, and particularly any increase in the current 15% requirement. Councilman White recommended Implementation Action 11.3.c that would suspend this program in times of economic downturn if development costs are prohibitive. Councilman Hotchkiss would like to make 11.3c Implementation

Action more specific, whereas, Councilman Francisco prefers to define the specifics at time of ordinance development.

Other specific issues include the following positions:

- Councilman White prefers a fee for inclusionary, and does not support a higher percent at this time;
- Councilman Francisco generally does not support the Inclusionary Housing program, or at best, prefers keeping the percentage as low as possible.

#### Secondary Dwelling Units (H15.1 and 2)

The Subcommittee recommended a number of edits to this policy and suggested the policy also be discussed by the full Council. Recommendations included:

- Remove “changing the minimum lot size standard” - need to maintain minimum lot size;
- Tandem parking could be considered but not sure that it works; easing other parking requirements on a case-by-case basis, needs further discussion;
- Remove “developing an amnesty program for illegal second units”;
- Eliminate the Loan Program.

#### Reduced Parking Standards (H11.1 – Affordable and Workforce Housing)

As noted above, the Subcommittee was not in agreement on the role that parking should play in future development, particularly in regards to desired parking availability, housing affordability, and the size of future residential projects.

Generally, Councilman Hotchkiss recommends two spaces per unit based on the belief that every working family will need two cars. Councilman Francisco recommends that the required number of parking spaces be best left to the market. Councilman White proposes that the existing requirement, of one parking space per unit for mixed use projects in the downtown, be extended to all future multi-unit projects. The Subcommittee all agreed that parking maximums should not be considered at this time.

One of the key findings from the AIA Design Charette was the pivotal role of parking in determining affordability and building size, particularly for the higher density incentive program for rental/employer/co-op housing projects.

For this particular implementation action, Councilmen Hotchkiss and Francisco want to highlight and discuss the clause “reducing parking standards with tenant restrictions.” This provision would essentially allow parking standards to be reduced when conditions could be met such as limited car ownership and/or a local place of employment, e.g. Casa de las Fuentes.

#### Flexible Parking Standards (H17 and H17.1)

Specific parking issues associated with this policy and implementation action include the following positions:

- Councilman Hotchkiss does not support tandem parking and rounding down when calculating parking requirements;

- Councilman Francisco believes that “eliminating guest parking requirements” is a little strong; prefers case-by-case assessment;
- Councilman Hotchkiss proposes to amend “eliminate guest parking” to “do not require guest parking” (Transportation Planner Rob Dayton explained that a developer could still provide guest parking but it would not be required).

Regional Housing Solutions (H23.3 - City Resources)

The Subcommittee recommends that this implementation action to allocate City resources for affordable housing projects outside City limits be discussed.

Safe Routes

On August 16, 2011, the Council directed staff to draft a broad policy for the Circulation Element that establishes a high priority for emergency evacuation, response, and truck routes to be free and clear of hardscape and other physical restrictions that may impede traffic flow. This draft policy language will be presented at the September 8, 2011 meeting.

**Next Steps**

Staff preparation time for final documents and the required findings will be approximately eight weeks following final direction from Council. This includes two weeks for public review of the documents and associated maps prior to the final Council adoption hearing.

- ATTACHMENTS:**
1. Introduction/Sustainability Framework
  2. Clarifications and Information related to *PlanSB* GPU
  3. Ad Hoc Subcommittee Recommended Amendments to September 2010 General Plan
  4. Density & Unit Size Tables
  5. Proposed General Plan Map
  6. AUD Tier I Density Locations Map
  7. AUD Tier 2 Density Locations Map
  8. AUD Rental/Employer/Co-op Overlay Map

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**SUBMITTED BY:** Paul Casey, Assistant City Administrator/Community Development Director

**APPROVED BY:** City Administrator's Office

## Introduction and Sustainability Framework Excerpt from the Draft Plan Santa Barbara General Plan Update<sup>[beg1][beg2][beg3]</sup>

# General Plan Introduction

“Santa Barbara has built into its very substance a meaning. A reason for being. The natural beauty of its setting speaks of this meaning. Its history and its past generations of dwellers speak of it. What Santa Barbara seems to be saying transcends all of mankind’s material sciences, most of his culture. It touches a basic need in man to feel and be reminded of his source, to sense the depth and strength of his roots, and hence to be assured of his own meaning. It offers the experience of man’s relationship to his Earth neither dominating nor being suppressed, but each existing in harmony with the other.” (From the Introduction, Santa Barbara General Plan, 1964)

The City of Santa Barbara nestles in a beautiful setting between the Santa Ynez Mountains and the Pacific Ocean with expansive views of the sea and of the mountains. In its temperate Mediterranean climate almost everything grows. Tens of thousands of street trees provide shade, beauty and a calming serenity.

Santa Barbara’s ~~human~~ history extends back some 128,000 years to the first ~~human~~Chumash Indian settlements established within the area of the current city limits. The periods of Hispanic and early California history are captured in the beautiful architecture of the built environment, creating a unique and diverse community of charm, warmth and grace.

The downtown is vibrant and eminently walkable; the arts and culture lively and engaging. There are fine art, historic and natural history museums, and Santa Barbara’s zoo is a delight for people of all ages. There are numerous parks as well as a state historic park. There are miles of lovely and easily accessible beaches.

In addition, Santa Barbara is an extraordinarily environmentally responsible and caring community. Hundreds of non-profit organizations work to improve the lives of the people of the area.

Generations of Santa Barbarans have worked with determination to protect and preserve Santa Barbara’s special qualities: its beautiful views, its sense of place, its small town feel and its environment. These are the things about Santa Barbara that residents and visitors alike cherish. These are the things about Santa Barbara that make it internationally renowned.

This General Plan Update seeks to maintain these special qualities and a socially, environmentally, and economically healthy and sustainable community as the City goes forward to 2030.

## GENERAL PLAN PURPOSE AND NEED

From adoption of “Living within Our Resources” as a central mission statement, the people of Santa Barbara have affirmed the importance of sustainability. Because of its desirability as a place to live, housing and land prices have always been higher in Santa Barbara than in communities in North Santa Barbara and Ventura Counties. Although a significant portion of the city’s housing stock is affordable to low and very low income households, few middle-income affordable housing options exist for the needs of our diverse community, risking the very character we strive to retain.

High energy prices and global unrest add a new dimension of economic complexity and uncertainty to people’s life choices about where to live and work. Affordable transportation will likely follow suit. The portion of Santa Barbara’s workforce, economically displaced to live in outlying communities, will face higher commute costs, threatening business and service industries that keep our community running.

Climate change may indeed influence our pattern of living, how we do business, and how we use local resources. It may influence how we get our energy, food and water. We may rely less on fossil fuels for travel and household needs. Increasing food distribution costs will urge us to seek food sources more locally.

Global weather and temperature changes could also impact our region’s water supply, compelling us to pursue new conservation and supply options. The City’s infrastructure is maintained by a network of funding mechanisms. The current funding structure covers only the minimum in maintenance and limits our ability to fund solutions to existing and future challenges. Moving forward with a vision of sustainability will require creative financingnew funding approaches and unwavering political will.

In order for the community to successfully address the issues that challenge our ways of life and those of future generations, Santa Barbara will need to become a more sustainable community (for a definition of a sustainable community see page 21). The purpose of this updated General Plan Framework is to adjust our current course to become more holistically sustainable. For Santa Barbara, sustainability is to blend and balance protecting and enhancing our natural and built environments, social equity, and economic vitality, which together form the character of our community.

## ISSUES AND POLICY DRIVERS

### Development and Growth Issues

Both local necessities and global forces compel updating the City’s General Plan at this time.

- The need for the community to revisit the City’s Charter sections §1507, living within resource limits, and §1508, managing growth particularly non-residential development, which expired December 31, 2009;
- The need to adequately fund the city’s capital and service needs;
- The socio-economic consequences of the types of market housing that have been built throughout the past decade; and
- The increasing global need to live and develop in a more sustainable way.

These trends and forces are in fact highly interconnected and encompass a myriad of considerations for the General Plan Update. The baseline report, *Conditions, Trends and Issues* (2005) defined the status of important city components, and identified numerous key land uses issues. These issues and additional ones offered by members of the public were discussed throughout a year-long consultation process that is distilled in the *Community Input Summary*



*Report, 2007.* From all of these sources, the compatibilities and conflicts became evident between community values and aspirations, global and regional forces and trends, physical limitations, and economic realities.

What emerged were several recurring themes that have shaped and focused the substance of this plan. These themes or “policy drivers” have been divided into five groups. However, connecting all of them is the underlying, indisputable need for Santa Barbara, along with the rest of the world, to become more sustainable.

## Policy Drivers

In considering the recent trends and challenges facing Santa Barbara, the *Plan Santa Barbara* General Plan Update process focused on several key issues that have gained importance as the planning process has evolved. These issues and implications also reflect comments and concerns about growth expressed by residents and community interest groups that participated in the 2007 *Plan Santa Barbara* outreach and workshop process. They are issues that have continued to inform the community dialogue about reassessing existing City land use and growth management policies, with the objective of determining which policies should be reaffirmed, which policies amended, and what new policies are required. Balancing among competing policy objectives is a key challenge in this effort.

These issues are referred to in this document as “policy drivers” because they often underlie a number of key policy questions demanding an integrated response. The following discussion also identifies some of the possible implications of future growth and development if the City made no changes to its current growth management policies, and the development trends since 1990 continued to the year 2030. Equally important, these policy drivers and implications are addressed thematically in the proposed Sustainability Principles, as well as through specific yet correlative goals and policies found throughout the several General Plan Elements. ~~The five~~ key policy drivers that have been identified in the *Plan Santa Barbara* process are: ~~as follows:~~

- Economic and Fiscal Health
- Historic and Community Character
- Growth Management
- Public and Community Health
- Energy and Climate Change

### Economic and Fiscal Health

Recent economic events such as the 2008 stock market crash, housing market meltdown, and ensuing international credit crisis are sobering reminders of the cyclical nature of economies. From time to time Santa Barbara must expect and be prepared for such reversals. The abiding trends of loss of affordable housing, loss of our socio-economic diversity, and loss of local businesses have not changed. Nor has the government sectors struggle with funding for public services and for maintaining and expanding necessary infrastructure.

The lack of affordable housing will continue to have an effect on the “jobs/housing” imbalance, long distance commuting, overcrowding and illegal dwellings, and worker recruitment and retention. One significant fiscal concern related to housing is the expiration of the Redevelopment Agency in 2015 which has funded a sizable percentage of the City’s permanently affordable housing stock.

Though more transitory in nature, but significant nevertheless, the current state of the economy could extend deferred maintenance of City infrastructure. Continuing to defer maintenance or

upgrades to infrastructure will likely increase the overall cost when it is eventually undertaken, and could possibly in the meantime delay desired development for lack of capacity.

Numerous City programs are in place to provide for water service, wastewater collection and treatment, storm drains, waste management and recycling, fire and police protection, schools, parks and recreation, disaster preparation, and other public facilities and services. There are also extensive regulations and development review criteria in place for considering the infrastructure and services issues of new development. The continuing challenge is to ensure adequate public facilities and services, and their maintenance, commensurate with future growth. Some potential implications of future development on infrastructure and services are:

- Difficulties in continuing to provide adequate funding, as public facilities and service costs increase over time, ~~and~~ as funding availability for any expansion of services are expanded needed to support upgraded service levels or new development.
- Increase in long-term water demand exceeding the level presently planned for, along with potential reduction in Lake Cachuma and Gibraltar Reservoir surface water supplies due to environmental water releases and sedimentation.
- Potential increased facility and service needs for wastewater, solid waste management, police and fire protection and disaster planning, parks and recreation, schools and other child care and youth services, health care facilities, and County services.
- Cumulative loss of open space.

### Historic and Community Character

Numerous General Plan policies and guidelines for site and architectural design, circulation, landscaping, historic preservation, and neighborhood preservation have been adopted and implemented by the City over the past 40 years. Development over this period has resulted in many benefits to the downtown commercial/mixed use center, including rehabilitation/revitalization of buildings, landscape improvements, paseos, and other improvements that foster accessibility, visual character and aesthetics, and a sense of community.

The city of Santa Barbara is largely built out, and development predominately involves demolition and redevelopment of already built sites, and development of in-fill sites. The development policies and design guidelines provide for flexible application to specific site circumstances. Therefore, substantial discretion on the part of decision-makers is also provided with respect to project sizes and compatibility issues.

The recent growth pattern of redevelopment has been for larger and taller mixed-use structures and sizable condominiums within commercially zoned areas, and larger additions and home replacements in residential neighborhoods. The recently updated Neighborhood Preservation Ordinance addresses the latter issue. Continuing this trend of larger redevelopment and in-fill development into the future has the following potential implications to community character and design:

- Larger and taller mixed-use structures and sizeable condominiums within commercially zoned areas.
- Additional pedestrian activity in the downtown and other commercial districts.
- Changes in visual and historic character of the urban downtown.
- Cumulative and localized reduction in openness and scenic views.

### Growth Management

Current policies were developed to control growth, particularly non-residential development, in part due to concerns over resource limitations, and to try to correct an imbalance between jobs and affordable housing available in the City. City Charter Section 1508 (“Measure E”) has been effective in limiting net new non-residential growth, as well as encouraging infill development and the redevelopment of existing structures.

Non-residential development will continue to be limited and, for the next increment of non-residential growth, expected to be **1.35 million net** new square feet with support for Community Benefit uses.

On the other side of the equation, the City affordable housing programs and policies have successfully produced a significant amount of affordable housing in an area with very high land values. From 1990 to 2007, 698 units of affordable housing have been built or are under construction, with additional units approved or with applications pending (this includes both public and private projects.) As of 2009, approximately 8% percent of the housing units in the City are affordable under long-term restrictions, and another 3% percent are rented to low income persons at affordable rents under the HUD Section 8 Voucher Program. The City’s goal is to maintain or increase the percent of affordable housing.

However, continuing increases in land values and the cost of housing have resulted in most new market-rate housing being unaffordable to the work force. Further, one of the unforeseen consequences of limiting non-residential projects under Section 1508 and encouraging mixed-use development has been the proliferation of large condominiums. Some potential implications of continuing current housing trends include:

- Continued development of large condominiums and loss of sense of community due to more ~~part-time residents~~~~absentee property owners~~.
- Loss of affordable housing and escalating housing costs resulting in additional residents and workers relocating out of town, particularly critical workers such as those in the fire, police, health and education sectors.
- Decreased socio-economic diversity.
- Worsening jobs/housing imbalance due to continuing job growth without sufficient affordable housing.
- ~~Displacement of small local businesses due to escalating cost of commercial leases.~~
- Recruitment and retention concerns for employers.

## Public Health

A causal relationship has been identified between the built environment and public health issues, especially in relation to epidemics such as obesity, respiratory disease and diabetes. Health professionals maintain that where we locate our housing, how we get from Point A to Point B, and what kind of access is available to open space, recreation, and healthy food are key determinants of such epidemics. Planning decisions may link the physical environment and public health, and include consideration of public health and particularly active living in preparing plans and project review.

Potential benefits of designing the built environment with regard to public health issues include:

- A decrease in the number of residents with obesity, respiratory disease, and diabetes.
- Greater opportunities to live a safe and healthy lifestyle.
- An increased level of productivity and quality of life.

- A stabilization or reduction in the cost of healthcare.

These positive impacts can be realized by:

- Creating neighborhoods that are safe for walking and biking by people of all ages.
- Creating neighborhoods that promote physical activity.
- Promoting convenient access to affordable and healthy food.
- Reducing air pollution.
- Providing a wide variety of housing options for people of all income levels to help address the need of the local healthcare workforce.

### Energy and Climate Change

Like the nation, state and region, Santa Barbara looks to petroleum for a multitude of necessities and pleasures. If fossil fuels become scarce, the consequences could touch many aspects of our lives including: mobility restrictions, economic development, food production and perhaps climate changes (fires, flooding and sea-level rise), some of which could be potentially severe. If needed, shifting Santa Barbara's economy to one less dependant on fossil fuels and inclusive of more "green businesses" would require conscientious planning and political will. Beyond how Santa Barbara chooses to address these issues as a community, state law now requires specific planning as outlined in recent legislation.<sup>1</sup>

Single occupant cars are the main determinant influencing fuel consumption, regional and local land use development patterns, economic development, air quality, and perhaps global climate impacts. Failure to address the role of the automobile over the next 20 years could extend well beyond increasing congestion levels at local freeway interchanges. Transportation implications of future growth may include the following:

- The City's continuing position as a regional employment, commercial, educational, institutional, cultural, and recreational center could attract added regional trips contributing to congestion at freeway interchanges and City streets serving them.
- Additional job creation in the City without sufficient affordable housing would result in more commuters, freeway and interchange congestion, as well as potential traffic effects in the jurisdictions housing workers.
- The construction process for planned highway improvements south of Santa Barbara, including freeway widening, could result in increased highway congestion over the next one to two decades.
- External factors affect increased traffic congestion even more than land development, including population, per capita vehicle ownership, Highway 101 congestion levels, land prices, location choices for jobs and homes, and availability of commute alternatives.

The response to these policy drivers is presented through a sustainable planning approach for Santa Barbara, and specifically through a sustainability framework for the new General Plan.

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<sup>1</sup> AB32, the California Global Warming Solutions Act, 2006, and SB375 to reduce greenhouse gas emissions, in 2008.

# Sustainability Framework

This section defines sustainability for Santa Barbara, establishes a set of sustainability principles, outlines the sustainability framework for the General Plan, and provides a systematic process to assess the progress toward General Plan goals set forth in this framework. To achieve a flexible and resilient community, the goals and policies that guide decisions need to be expanded beyond living within our resources in which we simply consider existing resource capacities to manage growth and preserve the City's heritage and lifestyle. We need to look at our ecological footprint and determine how we are using those resources and, equally important, to what end. Being a sustainable community means making decisions based on the connections between the environment, the economy, and the people of our community, for the benefit of all the residents of our city and to preserve and enhance our community character.

Santa Barbara is an ecosystem where individual, organizational, and governmental decisions affect the sustenance of all. These decisions can enhance or hurt the natural and physical environment, the valued qualities of our city, diversity, and health, safety and welfare of all residents and visitors. Therefore, a new policy framework is needed to inform and support individual, organizational, and governmental decisions to move in a direction that brings about a more sustainable Santa Barbara.

## SANTA BARBARA AS A SUSTAINABLE COMMUNITY

A comprehensive definition of sustainability takes into account a number of factors, including:

- A long-term, and regional perspective;
- Concern for the welfare of the entire population, both current and future generations;
- Acknowledgment of human dependence on Earth's finite natural resources; and
- Recognition of the relationship between humans and their environment that attempts to achieve a steady balance over time.

A sustainable Santa Barbara is a diverse community that strives to live within its resource capacities and integrate all aspects of its ecosystem, while protecting and improving the natural and built environment for the social and economic benefit of present and future generations.

The vision for this General Plan Update, therefore, is one in which the goals, policies and implementation measures work together to move Santa Barbara toward increasing sustainability. This vision is based on the *Community Input Summary Report* (2007) which summarized the public input received during the community outreach phase at the beginning of the *Plan Santa Barbara* process.

## *Vision of a Sustainable Santa Barbara*

Santa Barbara strives to become a more sustainable community. All members of the Santa Barbara community are stewards, and we accept that responsibility with the understanding that change is inevitable, that perfection can only be pursued, that there will always be a dynamic tension between our many goals, and achieving a momentary balance between them is a never-ending challenge.

The City, residents, businesses, developers and community organizations envision working together to achieve the following:

*Sustainability:* Becoming more sustainable by managing wise use of resources.

*Community Health:* Providing a physical environment that is healthy, and encourages healthy, active living.

*Environment:* Protecting and enhancing the scenic beauty of Santa Barbara's natural setting and built environment which is intrinsic to our appreciation and enjoyment of the City. At the same time, improving on conservation of resources such as, energy, water, open space, and native habitat, through innovation and determination.

*Growth:* Managing growth within our limited resources, and in so doing, retaining the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity.

*Community Design:* Carrying on the tradition of preserving open space for public enjoyment, preserving historic buildings, and the continuity of emblematic architecture in new development and redevelopment.

*Historic Resources:* Preserving and enhancing historic resources now and in the future.

*Housing:* Allowing as much housing as possible within resource limits to provide an array of lifestyle options for a demographically and economically diverse resident population.

*Transportation:* Creating a diverse transportation network that serves our community's economic vitality, small-town feel, a variety of housing options, economic stewardship, and healthy lifestyles.

*Public Services and Facilities:* Understanding that public services and facilities are limited resources, in particular with respect to financial considerations, explore technological solutions to safeguard, improve and expand the natural resources of Santa Barbara, while applying innovation to maintain or improve the quality of life and protect the natural environment.

*Economy:* ~~Knowing that Santa Barbara's economic reach is vast relative to its size, yet can suffer from its dependence on the world beyond its influence. With this understanding, seeking~~ stability through diversity, and balance between serving residents and visitors or non-resident investors, consistent with our environmental values and the need to be sustainable and retain unique character.

*Civic Participation:* Believing the best decisions are made with the greatest community participation. We know that full consensus is rare, but greater participation, where people have an opportunity to be heard and all opinions are respected, will achieve greater understanding, acceptance and appreciation which are so essential to our sense of community.

Over the next 20 years, these are the values for Santa Barbara to increasingly reflect in all its manifestations: physical, cultural and social, and through its General Plan.



## SUSTAINABILITY PRINCIPLES

The following set of principles elaborate on the basic components of sustainability: Economy, Environment, and Equity, to reflect the key challenges for Santa Barbara. Maintaining Santa Barbara's natural and historic resources and community character are integral to all three components.

### Economy

- The vitality and long-term health of the Santa Barbara economy relies on maintaining the City as a center for commerce, tourism, education, employment, institutions, medicine, culture and recreation for the South Coast region, as well as encouraging economic retooling that improves the natural environment, while improving social equity.
- A fiscally sound municipal government is essential to actively support the types of public services, infrastructure, and facilities that will be required to move the community towards a more sustainable future.

### Environment

- Living within Our Resources means effectively managing growth and in-fill development to conserve the community's natural, physical and historic resources for present and future generations. Challenges between future development and resource use must be met with creative solutions that meet the multiple objectives of preserving historic resources and community character, retaining a diverse population and culture, and allowing sufficient growth to propel a steady economy.
- Efficiently and effectively managing and protecting our natural and physical resources entails practicing innovative strategies that achieve protection, conservation, enhancement, reduced consumption, reuse, recycling, self-sufficiency, and adaptation to changing climate conditions, should they occur.
- Historic resources and the small town character of Santa Barbara need to be protected both downtown and in the neighborhoods by preserving, maintaining and reusing historic structures. In addition, by preserving and enhancing the human scale of architecture, public open space, landscaping, neighborhood-serving commercial uses, and public views.
- Circulation within, to and from Santa Barbara should fully utilize all available modes of transportation. If fossil fuels become increasingly scarce and prices rise, the City may need to dramatically accelerate efforts to plan, improve and build viable alternatives such as transit, rail, bicycle, and pedestrian/wheel chair access ways.

### Equity

- Socio-economic diversity is important for maintaining a healthy culture and stable economy, and should be supported through: housing affordable to all income levels and mobility options for a range of income levels; economic policy to encourage livable wages and good jobs; and opportunities for all to participate in education, cultural events and the arts.
- A healthy community requires investment in public infrastructure, facilities and services that provide equal access to open space and recreation, clean air, healthy food, and housing. The plan for the entire community should provide for all life phases ~~the full~~ "are

of life”, the design of the built environment needs to be responsive to the needs of all, including youth, seniors and people with disabilities.

- All members of the community should be provided with information about and strongly encouraged to participate in community decisions that affect them.
- “Living within Our Resources” includes supporting, maintaining and enhancing our human resource, such as our workforce, in particular workers needed to keep the city functioning for normal day to day living, or in the event of disaster.

## SUSTAINABILITY AND RESOURCE CAPACITY

Resource capacity has been an important part of “Living within Our Resources”, and it is an important aspect of sustainability as well.

However, sustainability is a broader, more challenging concept in which resource capacity is but one of several factors to consider in making decisions for the whole of the community. For many resources, their capacity to support a population is not a fixed amount in absolute terms, though it may be at any moment in time. Resource capacities can be increased or decreased depending on life-style preferences, conservation strategies, technological advances, availability of alternative resources or substitutes, and changes in relative resource costs. Santa Barbara can grow and evolve and also retain a high quality of life and an amenable environment, with foresight in the management of its resources.

## ADAPTIVE MANAGEMENT

An Adaptive Management Program (AMP) contains the evaluation, feedback, and adaptation components of the General Plan to track progress toward achieving the plan’s goals, objectives and desired outcomes. Adaptive management enables revision of policies and implementation measures throughout the 20-year planning period to effect course corrections in response to external trends or to avert future unintended consequences. Incorporating an adaptive management approach supports sustainability by allowing the General Plan to be a living document, maintaining its relevancy through timely adjustments, and reducing the need for major updates that are often after-the-fact and reactive.

In order to measure progress toward General Plan goals, the Sustainability Framework sets out objectives, which are found in the AMP, for each of the elements. The objectives provide the link between the General Plan and the AMP by interpreting the aspirations of the goals into more explicit statements. Objectives can express either a desired end-state or a benchmark toward a desired end-state. While goals generally remain constant, the objectives may change throughout the course of the General Plan either as they are achieved and new objectives are desired, or more relevant measures are developed. Some policies include a monitoring requirement as well.

The components of the AMP include baseline information, community indicators, monitoring procedures and timeframes, and reports. The environmental assessment for the General Plan Update provides much of the baseline data along with other studies.

The community indicators are the applied measures (often referred to as “metrics”) which can be methodically observed, enumerated, calculated, or gauged. Indicators will be developed through review of the baseline data, the objectives, and community and Planning Commission input. Monitoring procedures will employ a variety of methods that may involve statistical evaluation, technical measurement or the use of surveys. The availability of water is a primary resource to sustain growth and development, and is a good example of an existing community indicator.



The AMP includes annual reports to the City Council on the status of the City's water supply management program, which includes tracking new demand and the status of the City's various water supplies. On a five year cycle, the City also conducts a more formal water supply update in the form of its Urban Water Management Plan.

The AMP will set out a comprehensive schedule of regular reports for each of the community indicators. Reports will provide the results of monitoring, explain the process and techniques used, and make recommendations for revisions to the General Plan.

## SUSTAINABILITY FRAMEWORK

The diagram of the Proposed Sustainability Framework (Figure 1) helps to better understand how the key issues that have driven the *Plan Santa Barbara* process are carried forward into the General Plan elements, implementation actions and feedback mechanisms.

**Sustainability Principles:** These overarching principles are the bridge between the definition of a sustainable Santa Barbara and the goals and policies of each respective General Plan element. The principles also directly address the key policy issues (or “drivers”) the community faces today and into the future.

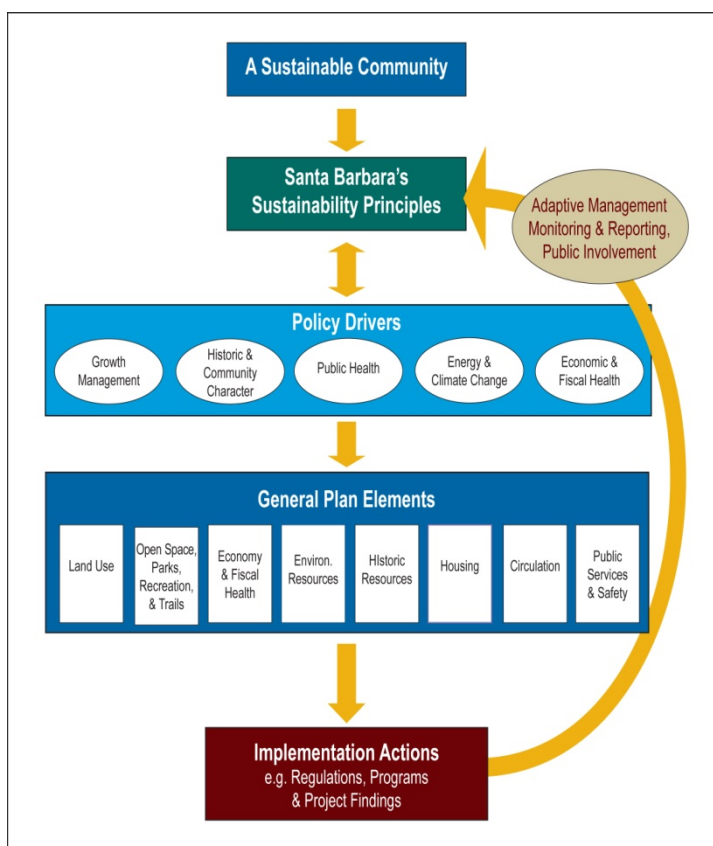
**Policy Drivers:** These are the issue areas with local, regional and global significance that affect both the guiding principles and the goals and policies. The policy drivers: growth management, energy and climate change, community character, economy and fiscal health, and public health, were discussed in the previous section.

**General Plan Elements:** The ~~proposed~~ General Plan is organized by the ~~proposed~~ elements that comprise the updated General Plan document. As noted later under the Climate Change policies in this plan, a comprehensive program to address climate change may affect elements of the General Plan.

The proposed General Plan Elements include:

- Land Use
- Housing
- Open Space, Parks, and Recreation
- Economy and Fiscal Health
- Environmental Resources

Figure 1: General Plan Sustainability Framework



- Historic Resources
- Circulation
- Public Services and Safety

The proposed goals and policies contained in the general plan elements provide the specific direction to make the City General Plan more sustainability-focused. However, many existing goals and policies already reflect a sustainable approach or address key planning considerations for Santa Barbara. These goals and policies have been retained, sometimes revised and/or relocated to a different element, and are still part of the General Plan. As additional elements are updated, many existing policies, standards and implementation actions will be carried forward into the updated General Plan, most of which are anticipated to remain unchanged.

## **Clarifications and Information Related to the Plan Santa Barbara General Plan Update**

In response to Council's comments at the August 2, 2011 meeting on the *Plan Santa Barbara* General Plan Update item, the following clarifications and information is provided below. Please note that all of the information has been previously provided to Council in various documents and at various meetings.

The more general comments regarding what is meant by "Sustainability" and "Affordability" (particularly as pertaining to objectives of the *PlanSB* housing incentive policies) are addressed in a discussion format. The concerns over the lack of data supporting *Plan Santa Barbara* policies for unit size, parking, density, and affordability (specifically data on the work force and commuters such as numbers, where they are from, why they commute, their income, and what they want) are addressed through the actual data or links to the data.

### **1. What is meant by "Affordability" and "Sustainability"? What is the objective of the *PlanSB* Housing Incentive Policies on Unit Size, Density, & Parking?**

The concepts of sustainability and housing affordability have been reflected in City policies for many decades, and were identified as key goals of the *Plan Santa Barbara* General Plan update since its inception (see [Council Goals](#) reaffirmed by the current Council in 2010). These goals have received broad support from the citizen poll conducted in 2008 and from public comment to the General Plan process.

Sustainability, as referred to in the *Plan Santa Barbara* process, is akin to the existing City policy of "living within our resources", promoting wise use of resources in a manner that meets present needs but also respects the needs of future generations. It also encompasses the idea of maintaining the community's livability and balance, including its economy, environment, and population diversity (see Sustainability Principles in the Draft [General Plan Introduction](#), page 24).

Housing affordability refers in general to housing more affordable to the work force, providing for rents and sale prices affordable to the range of middle income or less (up to 160% of median income, \$114,250 annual income for a household of four), and rents and sales prices of up to \$1,998 and \$297,300 purchase price respectively.

Based on the [City's Affordable Housing Policies and Procedures Handbook 2010](#) (AHPP 2010) page iv, housing costs are considered to be affordable if they do not exceed a certain percentage of a household's income. Renter households should not spend more than 30% of their gross monthly income on rent and utilities, and owner households should not pay more than 35% on house payments, including homeowners' association fees, insurance and property taxes.

The *Plan Santa Barbara* policies direct focused growth in appropriate downtown, C-M Commercial Manufacturing Zone and Milpas corridor locations, incentivized with changes in unit size and density provisions, together with maintaining current parking standards and continued detailed design provisions. These policies would be expected to result in additional housing more affordable to the work force compared to housing produced under current policies. As such, the *PlanSB* policies would support economic sustainability with respect to helping businesses and health & safety agencies to recruit and retain qualified employees, and providing downtown resident customers for goods and services. The policies would also support social diversity by helping to retain middle-income residents as part of the City's demographic profile.

Environmental sustainability would be supported because the policies would limit peak-hour traffic increases associated with growth. The *PlanSB* traffic model was based on detailed existing land use information, and demonstrated that housing in the downtown core north of the freeway would reduce commute trips and that housing in that location generates less traffic than housing in other outer areas of the City. The policies would also support environmental sustainability by ensuring the compatibility of in-fill development with community visual design values and historic resources.

#### ***Purpose of PlanSB Housing Incentive Policies***

*Plan Santa Barbara* envisions mostly redevelopment and a small increment of net growth citywide in the next two decades (up to 2800 net new housing units, and limited net new non-residential development).

There is a current jobs/housing imbalance within the City and on the South Coast, estimated at 1.43 jobs/housing unit and 1.42 jobs/housing unit, respectively (*see further information under #2 below*). Policies and zoning put into place over the last several decades have helped to limit the rate of increase in the jobs/housing imbalance, manage traffic growth, and maintain downtown vitality. These included policies to promote mixed use and residential development downtown, parking standards and parking management policies for the downtown and central business district, expansion of infrastructure for pedestrians and bicyclists, transit support, etc.

There is a full range of single-family homes and condominiums throughout the City, but a lack of sufficient housing affordable to most employees. The current General Plan and zoning policies do not provide sufficient incentives for producing housing affordable to the work force. Current Variable Density zoning incentive provisions have largely resulted in higher-end condominiums. With the pending sunset of Redevelopment Agency funding subsidies for housing development, further policy incentives are needed if the City wants future development to include workforce housing. The proposed *Plan Santa Barbara* policies provide a measured refinement of current policies to promote the use of the remaining small increment of growth for housing more affordable to the workforce, helping to address this existing housing need as well as limit future traffic effects of development.

Available information on employees and commuters is provided (*see information under #2 below*). More detailed information is not needed as a basis for the *PlanSB* housing incentive policies because it is not the objective to house the entire workforce or all the commuters, just a small additional increment. It is not expected that all employees or all commuters would want to move to Santa Barbara with the type of housing being proposed, as there are other reasons why some people commute, such as a family member that works in another area, or a preference for the type of housing they can afford there. Similarly, it is not expected that all retirees would want to downsize and locate in the urban core.

However, some existing or future employees and commuters would be expected to choose to live in Santa Barbara and avoid the commute if there is work force housing affordable to them, and some retirees would be expected to want to downsize and relocate downtown. Some would find it acceptable to have more limited parking within the downtown location, based on existing car ownership patterns in Santa Barbara and testimony received from both young people and retirees. Citywide, more than 50% of households own either one vehicle or no vehicles; more than 60% for renters and 34% for owners (*see further information under #2 below*). With only a small increment of growth remaining, the policies are not directed at all employees and all commuters and all retirees; they are focused on attracting a relatively small component of the population that would choose this type of housing and less parking.

These types of density incentive, unit size, and parking policies have been employed in numerous locations across the country and successfully resulted in smaller, lower-cost housing. Examples on the West Coast include Santa Monica, Ventura, San Luis Obispo, and Berkeley, as well as larger cities such as San Diego, Portland, Seattle, and Vancouver. This type of housing has also been demonstrated to have reduced traffic effects (*see additional information in #2 below*).

### ***Relationship of PlanSB Housing Incentive Policies to Traffic Management***

For decades, City policies have emphasized avoiding and reducing traffic congestion. The automobile is and will continue to be the dominant form of transportation for the foreseeable future.

*Increasing Roadway Capacity:* Hundreds of millions of dollars have been invested in the local and regional roadway system over the past 20 years to increase roadway capacity and improve traffic operations to reduce traffic congestion delays. But there are few remaining roadway improvements that could add capacity to address future traffic growth without changing the character of the City.

*Commercial Growth Limitation:* New employees add home-work trips to peak-hour traffic, so restricting commercial growth limits traffic increases. This was a primary strategy of the 1980's General Plan update, and would continue with *Plan Santa Barbara* commercial growth limitations.

Currently, less than 50% of employees working in Santa Barbara live within the City (*2000 census*). However, even with less commercial growth, long-distance commuting is projected to rise as the current local workforce retires or otherwise leaves, and replacement workers cannot afford local housing, choosing instead to live outside the community and commute.

*Locating Lower Cost Housing Downtown:* The City's traffic model shows that increasing housing in the downtown reduces commute trips from outside the community, thereby reducing congestion. This reduction in commute trips is because people living in the downtown are 80% more likely to also work within the City compared to residents of other parts of the City. A local employee is also more likely to avoid freeway travel or use alternative modes of travel during peak hours than a commuter.

The traffic model did not analyze density, but rather the overall number of housing units added to the downtown. The density is not the identified traffic reducer; it is the presence of more of the City's workforce living in the downtown. The model also demonstrated that current residents of the downtown generate fewer vehicle trips compared to residents of more outlying areas of the City. Future housing located within the downtown north of the freeway would have less traffic impacts.

The *Plan Santa Barbara* economic study demonstrated that a higher density incentive together with smaller units support the development of lower cost housing. The higher density incentive downtown is intended to increase the likelihood that workforce housing will be provided. Employees working in Santa Barbara would be expected to occupy at least some of new lower-cost housing in the downtown, which would result in lower traffic effects compared to other types of development, as well as lower air pollution, fuel consumption, and greenhouse gas generation.

## **2. Demographic, Economic, and Transportation Information**

### Population and Employment

1. *Existing City population:* 88,410(2010 Census) [Housing\2010 Census](#)
2. *Existing City housing units:* Total: 37,720 units (45% multiple-family; 55% single family); Housing Element, Table H-17, p. 132
3. *Price-controlled affordable units:* 3,427 units (1 affordable unit/26 residents) plus estimated 2,000 federal vouchers (2009, DOF, City)
4. *Labor:* City residents labor force: 56,000; City residents employed: 52,700 (2009, EDD)
5. *Jobs:* South Coast – 110,312 jobs; City – 52,950 jobs (48% of South Coast jobs) (2008, UCSB)
6. *Largest employment sectors in City:* Approximately 67% of City residents are employed in white collar occupations, including Professional and Related Occupations, Sales and Office, and

Management, Business, and Financial Operations. An additional 21% of the City's workforce is employed in service related jobs. [Residents in Workforce Table](#)

7. *Income breakdown:* Approximately 41% of City residents earn less than \$50,000 annually. The remaining 59% of City residents earn \$50,000 or more, with approximately 28% earning more than \$100,000 per year. A more precise breakdown of the City's household income distribution is included in [Table II-2](#) of the Economic and Demographic Conditions report (2009).
8. *Household size:* Average 2.45 persons per household (2010 Census) [Housing\2010 Census](#)
9. *Jobs/Housing balance:* South Coast: 1.43 jobs/housing unit; City: 1.42 jobs/housing unit ([PlanSB Certified FEIR, page 19-14, Table 19.6](#))
10. *Jobs/Affordable Housing balance:* South Coast: 24.6 jobs/price controlled affordable housing unit; City: 15.7 jobs/price controlled housing unit

Commuters ([Certified FEIR, page 16-2 text, page 16-3 Table 16.1. Figures should be 66% & 34%.](#))

1. *City residents transport to work:* 66% single-occupancy vehicle; 34% other means (carpool, work at home, bicycle, walk, public transportation) (Census 2006 Survey)
2. *Estimated number of commuters to the South Coast* (SBCAG 2007):

	<u>Autos</u>	<u>Transit</u>	<u>Total</u>
• Hwy 101 from south (Ventura, Oxnard, etc.)	17,000	350	17,350
• Hwy 150 from east (Ojai)	290	-	290
• Hwy 101/Hwy 154 from north (SYV, Lompoc, etc.)	<u>13,500</u>	<u>450</u>	<u>13,950</u>
	30,790	800	31,590

Transportation & Parking ([Travel Demand Model Overview, Page 11 Table 4](#))

1. *Residential trip generation rates by area of City* (range pertains to housing type and vehicle ownership): Area 1-Central Business District: 3-8 trips/day; Area 2 – Remaining grid portion of City: 4-11 trips/day; Area 3-area surrounding Area 2 from Las Positas Road to eastern City boundary: 4-12 trips/day; Area 4-Los Positas Road to western City boundary: 4-12 trips/day
2. *City resident average household vehicle ownership:* Renter-Occupied households: 1.35 cars/household; Citywide households: 1.6 cars/household; Owner-occupied households: 1.90 cars/household

3. *City resident household vehicle ownership percentages:*

[Certified FEIR - Household Vehicle Ownership](#), page 5

	<u>Renter Households</u>	<u>Owner Households</u>
0 vehicles	6%	4%
1 vehicle	29%	16%
2 vehicles	48%	44%
3 vehicles	14%	30%
4 vehicles	1%	4%
5+ vehicles	2%	2%

4. *Effectiveness of Alternate Mode Strategies in Reducing Traffic (PlanSB FEIR)*

[Certified FEIR - Nelson/Nygaard Report: Trip Reduction Analysis](#), page 14

- Public parking pricing: 25.1% peak-hour vehicle trip reductions Areas 1 & 2
- Telecommuting/alternative work schedules: 10% Areas 1 & 2; 5% Areas 3 & 4
- Safe routes to schools: 9% Areas 1 & 2; 3% Areas 3 & 4
- Subsidized transit passes: 5.5% peak-hour vehicle trip reductions Areas 1 & 2
- Carpooling: 5% Areas 1-4
- Parking cash-out: 3% Areas 1 & 2; 1% Areas 3 & 4

Housing Affordability

1. *City household income ranges (family of four):*

Low Income: Up to \$59,200

Moderate Income: \$85,700

Middle Income: \$114,250

[AHPP 2010: page 9](#)

2. *City resident housing rental/ ownership:*

Rent: 61%

Own: 39% [Housing\2010 Census](#)

3. *Average rent: \$1,700/month (City of Santa Barbara 2009) [Certified FEIR Table 19.4](#)*



4. *Affordable rent for Middle Income:* \$1,998/month for a two-bedroom unit ([AHPP 2010, formula on page 12](#))
5. *Median sales price:* \$810,000 (2011, SBAOR) ([SBAOR 2011](#))
6. *Affordable sales price for Middle Income:* \$297,300 for a two-bedroom unit ([AHPP 2010, page 19](#))

### 3. **2008 Poll/Survey**

In August of 2008 a telephone survey was conducted to gauge the level of support for the proposed PlanSB policies at the request of the City Council. The survey was conducted with 400 city residents to measure their opinions on issues such as policy direction for Plan Santa Barbara, priorities for the City, types of buildings needed for the next 10-20 years, and growth and development issues, etc. The results were presented to the Planning Commission in September of 2008.

When asked if increasing the availability of housing for middle income families earning up to \$106,000 a year was a priority, 40% responded that it was a top priority (see link below, slide #6).

Responding citizens were also asked whether they agree or disagree if the lack of affordable housing is affecting commute patterns in the City. The reply was 54% strongly agreed while 29% somewhat agreed. 49% strongly agreed that the lack of affordable housing is affecting social and economic diversity (see link below, slide #9).

Over 50% of responding citizens strongly support encouraging new multi-unit projects to provide for affordable housing up to middle income households and housing for essential local workers (see link below, slide #15).

To see the poll results that were presented to the Planning Commission click on the following link.

[PlanSB Poll Full Presentation](#)

Please note that if you need to view a printed copy of a specific linked attachment, the information is available at the Planning Division, 630 Garden Street or call (805) 897-2509.

## Ad Hoc Subcommittee Recommended Amendments to September 2010 General Plan

(Unless identified “Per Ad Hoc Subcommittee”, other edits made per Planning Commission or Council direction, public input, or general edits)

### Land Use Element Goals, Policies and Implementation

#### GOALS

- *Resource Allocation:* Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.
- *Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- *Historic Preservation:* Protect, preserve and enhance the City’s historic resources. (Per Ad Hoc Subcommittee)
- *Design:* Protect and enhance the community’s character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.
- *Neighborhoods:* Maintain and enhance neighborhoods with community centers where requested, and improved connectivity to daily necessities, including limited commercial activity, transit, and open spaces while protecting the established character of the neighborhood. Maintain or reduce the existing ambient noise levels in single family neighborhoods. (Per Ad Hoc Subcommittee)
- *Public Health:* Improve public health through community design and location of resources by promoting physical activity, access to ~~affordable~~ healthy foods and improved air quality. (Per Ad Hoc Subcommittee)
- *Mobility:* Apply land use planning tools and strategies that support the city’s mobility goals.
- *Regional Approach:* Support the establishment of the best possible government, jurisdictions, and intergovernmental working relationships for the South Coast area, from Gaviota to the City of Ventura.

## Growth Management and Resource Allocation Policies

(Numbering corresponds with March 2010 Draft General Plan. Numbering to be finalized after plan adoption.)

- LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for very low, low, moderate, and middle income households over all other new development.

### Possible Implementation Actions to be Considered

LG1.1 Affordable Housing. Support affordable housing consistent with Housing Element goals and requirements and develop incentives in the form of flexibility in densities or standards for affordable housing projects if supportable by available resource capacities.

LG1.2 Available Resources. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods and adjust specific housing policies as necessary to further achieve the City's Housing Element goals and requirements.

- LG2. Limit Non-Residential Growth. Establish the net new non-residential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program. (Per Ad Hoc Subcommittee policy to be determined by Council)

The 1.35 million square feet of non-residential development potential shall be allocated to the three following categories:

<u>Category</u>	<u>Square Footage</u>
<u>Small Additions</u>	<u>400,000</u>
<u>Vacant</u>	<u>350,000</u>
<u>Community Benefit</u>	<u>600,000</u>

Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and ~~S~~sphere of influence area annexations are considered separately and in addition to the net new non-residential development established above.

Existing permitted square footage not in the City, but in the sphere of influence, that is part of an annexation shall not count as new square footage necessitating a growth management allocation. However, Once annexed, all development or developable parcels that propose net new square footage are subject to the limitations of the eCity's growth management ordinance.

### Possible Implementation Actions to be Considered

LG2.1 Amount of Non-Residential Growth. Provided it is demonstrated that it can be supported by available resources capacities, amend the City's Development Plan Ordinance (SBMC Section 28.87.300) to limit net new non-residential growth to 1.35 million square feet. Amend the non-residential development categories and allocation amounts to reflect this new development potential.

- LG2.2 Set Aside. Any square footage which is not utilized in any category shall be set aside for possible use after twenty years, or used during that twenty year period for a project approved by the voters.
- LG2.3 Findings. Develop findings to assure that resources will be available and public benefit improvements will be in place at the time the project is ready for occupancy.
- LG2.4 Transfer of Existing Development Rights (TEDR). Study the existing TEDR Ordinance and the disposition of future demolished non-residential square footage that is not rebuilt.
- LG3. Live Within Our Resources. New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.

*Possible Implementation Actions to be Considered*

- LG3.1 Adaptive Management Program (AMP). Develop a comprehensive AMP that will monitor, assess, adapt, and inform the public and decision makers about the implications to resources from the next increment of growth in order to revise General Plan policies as necessary. The program will start small with priority resources and use of existing data whenever possible.
- Monitor resource capacities for appropriate measurable community indicators including jobs/housing imbalance and transportation mode shifts at meaningful time intervals.
  - Assess community indicators annually and conduct overall assessments every four to eight years and with a comprehensive review of goals, policies, and implementation procedures in the year 2020 and 2030.
  - Where warranted by monitoring and assessment adapt and revise policies consistent with resource capacities (e.g., water, sewer, affordable housing, traffic, etc.).
  - Inform the public and staff about current science and state-of the art technology related to sustainability, and other topics relevant to the General Plan.

## Land Use Policies

- LG4. Principles for Development. Establish the following Principles for Development to: focus growth; encourage a mix of land uses; ~~and~~ strengthen mobility options and promote healthy active living.

*Possible Implementation Actions to be Considered*

- LG4.1 Work with the private sector to support focused growth by conducting a survey of employees in the Central Business District to determine demographic information pertinent to workforce and affordable housing and transportation patterns of employees. (Per Ad Hoc Subcommittee)

~~[Moved below]~~

- LG4.2 Focus New Residential Construction Growth. Incorporate ideas as result of the employee survey and Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller

units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. (Per Ad Hoc Subcommittee policy to be determined by Council.)

~~LG4.1 Work with the private sector to support focused growth by conducting a survey of employees in the Central Business District to determine demographic information pertinent to workforce and affordable housing and transportation patterns of employees. (Per Ad Hoc Subcommittee)~~

LG4.3 Mix of Land Uses. Encourage a mix of land uses, particularly in the downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy access to basic needs such as groceries, drug stores, community services, recreation, and public space.

LG4.4 Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of the bike; and reduce the need for residential parking. (Per Ad Hoc Subcommittee policy to be determined by Council.)

LG4.5 Capital Improvement Program (CIP). Focus transportation CIP expenditures on all new mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, automobile motorist's needs, enhanced pedestrian facilities, and car and bike-share programs) that facilitate ease of movement from one form of travel to another. (Per Ad Hoc Subcommittee)

LG4.7 Downtown School. Facilitate any future application of the Santa Barbara School District for a public elementary school downtown, particularly in conjunction with childcare and other community services.

LG4.8 Corner Stores/Small Neighborhood Centers. Amend the Zoning Ordinance to enable and ease establishment of limited neighborhood-serving commercial and mixed use in residential zones. (MM TRANS2 - 2.a.)

~~LG4.1 Integration of Principles. Integrate the Principles for Development throughout the General Plan including Land Use, Historic Resources, Housing, Circulation, and Public Services and Safety elements, through coordinated policies as well as their implementation measures such as design guidelines and standards. (Per Ad Hoc Subcommittee)~~

LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.

*Possible Implementation Actions to be Considered*

LG5.1 Affordable Housing. Develop standards and project level findings to encourage the development of Community Benefit Housing defined as:

- Rental housing; (Per Ad Hoc Subcommittee)
- Housing affordable to low, moderate, or middle income households;
- ~~Housing dedicated for critical workforce employees;~~ (Per Ad Hoc Subcommittee already covered under employer workforce housing)
- Employer sponsored workforce housing;

- Affordable Housing Downtown for Downtown Workers; (MM TRANS2-2.b.) and/or

▪ ~~Rental housing; and/or~~ (Per Ad Hoc Subcommittee move to first priority)

- Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless, and children aging out of foster care.

LG5.2 Open Space. Develop on and off site open space standards for incorporation into the development review process to include:

- Access to adequate public open space within a ½-mile radius; and/or
- Dedication of sufficient useable open space on-site; and/or
- A contribution made toward future parks through in-lieu fees

LG6. Location of Residential Growth. Encourage new residential units to be located in the downtown, C-M Commercial Manufacturing Zone, and along Milpas Street ~~Medium/High and High Density residential land use designations.~~ (Per Ad Hoc Subcommittee final policy direction to be determined by Council)

Possible Implementation Actions to be Considered

LG6.1 Average Unit Density Incentive Program. Amend the Zoning Ordinance to incorporate an Average Unit Density Incentive Program in multi-family and commercial zones based on smaller unit size and higher densities adjacent to transit and commercial uses and to implement Housing Element policies for higher densities for affordable and/or Community Benefit projects.

LG Rental and Employer Housing Overlay. Encourage the construction of rental and employer housing and, limited equity co-operatives including three+ bedroom units, in the multi-family and commercial zones where residential use is allowed by providing increased density overlays of up to 50 percent (-over Average Unit Density Incentive Program) as shown on the Rental/Employer Housing Overlay (Figure \_\_\_\_). (Per Ad Hoc Subcommittee final policy direction to be determined by Council.)

~~This incentive would not apply to market rental or employer housing in the area with the Commercial Industrial Land Use Designation and C-M zoning or the Coast Village Road area.~~

LG Public Housing and All Affordable Partnership Projects. Community Benefit projects such as public housing and partnership projects (e.g., El Carrillo, Garden Court) can be considered at higher densities on a case-by-case basis per the City's Affordable Housing Policies and Procedures.

LG6.2 High Fire Areas. Limit new residential development in the High Fire Areas by offering incentives and/or an option for property owners to transfer development rights from the High Fire Area to the High Density residential land use designations.

LG6.3 Transfer of Development Rights (TDR). Develop a TDR (or densities) program that allows transfer of residential density to sites adjacent to frequent transit, within easy walking and biking, in order to reduce commuting and to preserve open space.

Program considerations include:

- a. Development transfer from residentially zoned properties with severe site constraints; or
- b. Preservation of open space, within residentially zoned areas as long as there is no increase in the overall allowed densities of the area and; or
- c. The regional transfer of development rights with local and regional cooperation to allow transfer of development from rural lands and important urban open spaces to higher density, urban in-fill sites.

LG6.4 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible. (MM TRANS2-2.b.)

LG7. Community Benefit Non-Residential Land Uses. ~~Net new non-residential square footage includes one or more~~ shall be of a secondary priority to affordable housing, and shall include one or more Community Benefit Land Uses are determined and defined by City Council and shall include the following categories: (Per Ad Hoc Subcommittee)

Community Priority,  
Economic Development,  
“Green” Economic Development,  
Small and Local Business, or  
Development of Special Needs.

Possible Implementation Action to be Considered

LG7.1 Findings. Develop project level findings of approval for the following Community Benefit Non-residential development uses: (Per Ad Hoc Subcommittee better define these categories in the implementing ordinance.)

- a. Community Priority Development. This type of project addresses a present or projected need directly related to public health, safety or general welfare including but not limited to:
  - Parks and recreation facilities;
  - Community centers;
  - Educational institutions and uses including schools;
  - Public cultural or arts facilities;
  - Youth development programs and childcare facilities; and
  - Community gardens and urban farming; or
- b. Economic Development. This type of project enhances the standard of living for City and South Coast residents and/or strengthens the local and regional economy by expanding economic diversity, such as providing a new or under-represented service or commodity; or



- c. “Green” Economic Development. Business that provides “green” products or “green-collar” jobs (e.g., sustainable water, energy and waste management facilities, or green building products, or climate change research, but not solely a green building or structure); or
- d. Small and Local Business. A ~~s~~Small and/or local business in the community that is started, maintained, relocated, redeveloped or expanded; or
- e. Development for Special Needs. A project that meets the present or projected needs of people with disabilities, the workforce that provides them direct support, and the agencies or organizations providing programs and services to them.

LG8. Manufacturing Uses. Preserve and encourage the long-term integrity of light manufacturing uses.

*Possible Implementation Actions to be Considered*

LG8.1 Narrow Commercial Uses. Narrow the range of permitted commercial uses to ancillary types in the M-1 zone for protection of industrial/manufacturing and related land uses.

LG8.2 Limit Residential. Better define ~~and further limit~~ residential uses in the C-M Zone to both encourage affordable housing and to protect existing manufacturing and industrial uses.

LG9. [Moved to page 101 under Regional Governance]

LG10. Multigenerational Facilities and Services. The City recognizes that there is an increasing need for multigenerational facilities and services. The City shall encourage development which provides for multigenerational facilities and services.

*Possible Implementation Actions to be Considered*

LG10.1 Facilities. Plan for community facilities to serve multigenerational needs including support services for seniors with long term care needs.

LG10.2 Use Permits. Simplify the Conditional Use Permit process to facilitate the development of day use facilities and/or services that serve children, youth and seniors.

LG10.3 Site Identification. Identify specific suitable areas and encourage the development of schools, preschools, or day care centers that are compatible with surrounding land uses and that minimize travel demand.

LG10.4 Transportation Demand Management (TDM). Include in the TDM plan, a provision to encourage inclusion of on-site child care in large scale development projects as a means of reducing traffic. (Per Ad Hoc Subcommittee)

LG10.5 Project Evaluation Criteria. Include child care as one of the criteria for project evaluation of proposed development projects.



- LG11. **Live-Work.** Provide viable live-work opportunities throughout the City, ~~with the exception of the Industrial designation (M-1 Zone).~~ (Per Ad Hoc Subcommittee)

*Possible Implementation Actions to be Considered*

LG11.1 Live Work. Create a live-work land use category, zoning designation, or standards to enable viable live work opportunities including standards for home occupations in residential zones that are consistent with building codes.

LG11.2 Establish Criteria. Establish criteria and standards for Artists' live-work space in the OC or C-M zones of the City.

## Community Design Policies

- LG12. **Healthy Urban Environment.** Consider health in land use, circulation and park and recreation decisions.

*Possible Implementation Actions to be Considered*

LG12.1 Solicit Input. City staff shall conduct meetings, workshops, or public hearings with the community in order to solicit input from interested individuals and organizations on opportunities and recommendations for further integrating health concerns into local land use planning.

LG12.2 Create Guidelines. Create appropriate development guidelines to promote a healthy urban environment in which community health is considered in all land use, circulation and park and recreation decisions (e.g., similar to those developed by the Sustainable Sites Initiative in their work with the US Green Building Council and LEED site standards).

LG12.3 Report Back. City staff shall report back to the City Council with recommendations on ways that the city may amend the General Plan to further promote a healthy urban environment.

LG12.4 Audit for Community Gardens. Conduct an audit to determine if the City owns land that could be used for community gardens and encourage voluntary private development of gardens.

- LG13. **Community Character.** Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.

*Possible Implementation Actions to be Considered*

LG13.1 Design Overlays. Create Design Overlay areas for selected non-residential and residential areas of the city through ~~Form-Based Codes (FBCs)~~, Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include: (Per Ad Hoc Subcommittee)

1. Downtown
2. Coast Village Road
3. Upper State Street
4. Milpas Street

5. Haley/Gutierrez Streets
6. The "Funk Zone" (i.e., Yanonali and Helena Streets)

LG13.2 Building Size, Bulk and Scale. Ensure that proposed buildings are compatible in scale with the surrounding built environment.

- a. Standards and Findings. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 square feet or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.
- b. Floor Area Ratios (FARs). Develop a set of maximum FARs for the non-residential and High Density areas of the City, with particular attention to protecting historic resources and areas that are adjacent to single family zoned areas, maintaining Santa Barbara's small town character, and encouraging small, affordable residential units.
  - i) Maximums. Develop a set of maximum FARs that permit the largest structures in the center of the city (adjacent to transit and commercial services), and reduce maximum building size/FARs moving outward from the center. (This approval would be similar to the "Parking Zone of Benefit" model);
  - ii) Buffers. On parcels adjoining historic structures, establish "buffers" using more restrictive FAR limits;
  - iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and
  - iv) Guidelines. Consider FAR Guidelines for ~~Form-Based~~ development models such as where parking is proposed at the ground or in basement floors. (Per Ad Hoc Subcommittee)
  - v) Development Community. Create a working group that includes local professionals from the development community when developing FARs. (Per Ad Hoc Subcommittee)
- ~~c. Form-Based Codes (FBC). Develop FBC for non-residential and high density residential areas of the City, with particular attention to protecting the City's historic resources. Consider locations within commercial areas, historic districts, streets, or even blocks with unique qualities.~~
  - ~~i) Overlay Areas. Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Unit Density Incentive Program with the FAR and FBC programs, once established;~~
  - ~~ii) Priority Implementation. Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.~~
  - ~~iii) Block Analysis. Consider the relationship of new buildings to existing structures, view corridors and historic resources along an entire block.~~
  - ~~iv) Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the~~

~~new form-based codes include measures to protect these assets.~~ (Per Ad Hoc Subcommittee)

~~LG — Parking Demand. Amend zoning requirements to a parking demand standard, i.e., automobile parking provided to meet but not exceed demand.~~ (Per Ad Hoc Subcommittee)

LG13.3 Building Set-Backs. The frontage of commercial buildings downtown should have variation in building setback along the street facades to make the streetscape more interesting.

- a. Guidelines and Standards. Prepare guidelines and, as necessary, Zoning Ordinance standards for the use, design, and landscaping of the street frontage for commercial buildings in downtown, consistent with the Pedestrian Master Plan and Urban Design Guidelines. Where suitable, the building set-back should accommodate significant trees, consistent with fire safety and protection of public views.
- b. Pedestrian Environment. Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.

LG13.4 Building Height. Amend zoning standards to include special findings and super majority approval by the Planning Commission ~~and City Council~~ for Community Benefit projects that exceed 45 feet in height.

LG13.5 Coast Village Road. Establish a process to coordinate with the County, Montecito Association, and/or Coast Village Business Association regarding new construction in the Coast Village Road area subject to City design review and permitting.

Move LG 14 and LG14.1 through LG14.5 to Historic Resources Element.

~~LG14. Historic Structures. Protect Historic structures through building height limits and other development standards in downtown.~~

*Implementation Actions*

~~LG14.1 Stepped Back Buildings. Stepping back buildings adjacent to historic resources and residential zones in the downtown urban centers.~~

~~LG14.2 Form-Based Codes. Implement lower height limits in conjunction with Form-Based Codes where adjacent to historic structures.~~

~~LG14.3 Adaptive Reuse. When the original use of a historic structure is no longer viable, encourage the adaptation of the structure for uses other than the original intended use.~~

~~LG14.4 Transfer of Development Rights (TDR). Create a residential TDR program for residential properties developed with historically significant buildings to enable the preservation of historical buildings without exceeding the recommended overall allowed General Plan densities.~~

~~LG14.5 Historic Resource Buffers. Adopt the following City Policies and Design Guidelines as interim measures to establish buffer zones to further protect historic resources:~~

- ~~a. Require all parcels within 100 feet of a Historic Resource located within the downtown center be identified and flagged for careful consideration by decision makers prior to approval of any development application including increased bonus density proposals. \_\_\_\_\_~~
- ~~b. Require all development proposed within 250 feet of historic adobe structures, El Presidio State Historic Park and other significant City Landmarks and the grouping of landmarks in close proximity to El Pueblo Viejo be subject to Preservation Design Guidelines to protect these resources. Protection may require actions such as adjustments in height, bulk, or setbacks.~~
- ~~c. Adopt Interim Preservation Design Guidelines within 6 months of the Plan Santa Barbara General Plan Update adoption that outline suggested buffer protection methods establishing specific distance, setback, height limits, separation and step back criteria for parcels adjoining designated Historic Resources. (Per Ad Hoc Subcommittee~~

- LG15. Multi-Family Design Guidelines. Develop multi-family residential design guidelines and standards to address unit sizes, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).

## Neighborhood Policies

- LG16. Low Density Single Family Zoned Residential Areas. Maintain and protect the character and quality of life of single family zoned neighborhoods as a low density residential community.

### Possible Implementation Actions to be Considered

- LG16.1 Study Lower Densities. In the steeper single family hillside areas classified as Major Hillside in the Open Space Element, study establishing densities as low as one dwelling unit for every ten or more acres due to such constraints as steep hillsides, need for excessive grading, fire, emergency access and evacuation, degradation of viewshed, ground-water recharge, and increased stormwater run-off.
- LG16.2 Slope Density Standards. Require new subdivisions of land classified single family and two-family with a 10 percent or greater average slope to comply with slope density standards as set forth in the City's Zoning Ordinance.
- LG16.3 Clustered Development. Continue to encourage the grouping of dwelling units for preservation of open space on steeper and open hillside areas as allowed via the City's Planned Residence Development and Planned Unit Development Ordinances.
- LG17. Sustainable Neighborhood Planning. Neighborhoods shall be encouraged to preserve and enhance the sense of place, provide opportunities for healthy living, and accessibility, while reducing the community's carbon footprint.

### Possible Implementation Actions to be Considered

- LG17.1 Sustainable Neighborhood Plans (SNPs). Develop comprehensive SNPs throughout the City (where desired by residents). A SNP may incorporate goals, objectives, policies and implementation actions addressing the following components, as applicable:

- a. A variety of housing types and affordability ranges;
- b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;  
New grocery stores in underserved areas;
- c. Parks, recreational facilities, trails;
- d. Community gardens;
- e. Street tree planting program;
- f. Watershed protection, creeks restoration, public access to creeks;
- g. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
- h. Walkable streets with an appealing and comfortable pedestrian environment that promote physical activity and can be used safely by people of all ages or abilities including wheelchairs;
- i. Traffic calming along walkable and bicycle routes to school;
- j. Reduced impervious area (such as street and parking areas);
- k. Community services (e.g., schools, branch library, community center, clinics, etc.);
- l. Childcare and senior serving facilities;
- m. General safety (e.g., lighting); and
- n. Infrastructure needs.

LG17.2 La Cumbre Plaza Specific Plan. Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future Specific Plan. Include consideration of a mixed commercial and residential village approach and possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structure.

LG17.3 Institutional Uses. Review the permitting process for government public facilities and institutional uses and strengthen the findings as needed for neighborhood compatibility in residential areas.

LG17.4 Best Practices for Institutional Uses. As part of neighborhood planning, as appropriate, initiate and conduct studies in residential neighborhoods that have various established institutional uses. The purpose of the study is to engage those who manage these institutional uses in a discussion with neighborhood representatives and City officials to develop “best practices” for the conduct of activities associated with the institutional land uses in order to improve their compatibility with their adjacent residential neighbors on a voluntary basis. Such a study should be conducted in the Upper East Neighborhood that has a unique concentration of existing institutional land uses. Subsequent to this study, and the identification of best practices, these practices should be considered citywide, as appropriate.

## Regional Governance

LG9. Regional Planning. Work cooperatively with the County and other local jurisdictions through the SB375 process to better coordinate land use and transportation planning, including the provision of affordable housing.

Possible Implementation Action to be Considered

**LG9.1 Regional Land Use/Transportation Plan.** Actively participate with the County and other local jurisdictions to produce a Regional Land Use/Transportation plan as mandated by SB375.

- R1. Extension of Sphere of Influence.** Extend City's Sphere of Influence to include the eastern Goleta Valley, specifically:

The eastern Goleta Valley, between the existing western boundary of the city of Santa Barbara and the eastern boundary of the City of Goleta and from the northern urban line to the ocean, excluding the existing mobile home parks. Lands within this area should be retained in the land use category designated by the County of Santa Barbara.

- Should the eastern Goleta Valley be included in the City's sphere of influence, then at an appropriate time in the future with the concurrence of the County and affected property owners, the City should pursue annexation

- R2. Annexations.** Annexation of land to the City shall only be allowed if resource capacities exist to serve the additional area and population, the use of resource capacities will not jeopardize priority development (i.e., affordable housing), the annexation will minimize impacts on service costs, ~~and the proposed use is consistent with the General Plan land use designation and zoning standards.~~

Possible Implementation Action to be Considered

**R2.1 Resource Capacity.** It is the City's preference to merge under one government the city of Santa Barbara and the area within its sphere of influence. However, all proposed annexations shall be assessed for potential impacts on the costs and capacities of resources, for example, on water, wastewater treatment, public safety, and affordable housing.

**R2.2 Consistency.** New residential subdivisions shall comply with established density and lot area size requirements unless the development includes affordable housing consistent with State Law and General Plan policies.

**R2.3 Compatibility.** Residential properties that are annexed to the city shall be designated and zoned to be compatible with adjoining residential areas of the city.

- R3. Future Annexations.** Areas of unincorporated land which should be annexed at the earliest opportunity are:

- The Las Positas Valley, extending from U.S. Highway 101 on the north, to Cliff Drive on the south;
- Apple Grove and Golf Acres subdivisions, Earl Warren Showgrounds and unincorporated territory easterly and adjacent to La Cumbre Plaza; and
- Land generally located between Hope Avenue and La Colina Junior High School south of Foothill Road in the Hope Neighborhood.



## Ad Hoc Subcommittee Edits to September 2010 General Plan

(Unless identified "Per Ad Hoc Subcommittee", other edits made per Planning Commission or Council direction, public input, or general edits)

# Housing Goals, Policies and Implementation

## GOALS

- *Housing Opportunities:* Ensure a full range of housing opportunities for all persons regardless of race, religion, sex, age, marital status, sexual orientation, ancestry, national origin, color or economic status, with special emphasis on providing housing opportunities for low income, moderate, middle income and special needs households.
- *New Housing Development:* Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, middle income and special needs households.
- *Conservation and Improvement of Existing Housing:* Conserve the existing housing stock and improve its condition while minimizing displacement; maintaining housing affordability; and preventing future blight or deterioration.
- *Regional Cooperation and Jobs/Housing Balance:* Coordinate City efforts with those of surrounding communities towards balancing jobs and housing in the regional housing market.
- *Public Education and Information:* ~~Expand~~ Continue public education regarding affordable housing to increase awareness of the housing needs of very low, low, moderate and middle income and special needs households and to inform the public about existing affordable housing opportunities, available resources and programs. **(Per Ad Hoc Subcommittee)**

## Housing Opportunities Policies

(Numbering corresponds with March 2010 Draft General Plan. Numbering to be finalized after plan adoption.)

- H1. Social and Economic Diversity. Promote new housing programs that retain and support social, economic and ethnic diversity.
- H2. Housing Opportunities. Promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.

*Possible Implementation Actions to be Considered*

- H2.1 Special Needs Population. Continue to fund a wide range of housing, human and community service programs and capital projects that strive to meet the needs of children, families, seniors, disabled persons, homeless, victims of domestic violence, and others.
  - H2.2 Rental Housing Mediation. Continue to fund, staff and support the Rental Housing Mediation Task Force, and publicize Rental Housing Mediation Task Force services and information on tenant and landlord rights including evictions, terminations and fair housing issues.
  - H2.3 Promote Public Awareness. Continue using CDBG funds to promote equal opportunity provisions and remedies under state and federal law.
  - H2.4 Enforcement Against Discrimination. If budget allows, develop adequate staffing and funding to pursue and assist the State Department of Fair Employment and Housing staff in pursuing enforcement actions against discrimination in housing under Civil Code Section 52 (c) with emphasis on discrimination against families with children in rental housing.
- H3. Homelessness Prevention. Support programs and efforts designed to prevent homelessness.

*Possible Implementation Actions to be Considered*

- H3.1 Continuum of Care Program. Continue to implement the Consolidated Action Plan's Continuum of Care program in conjunction with adjacent jurisdictions and community-based organizations.
  - H3.2 Prevention Programs. Seek funding for homeless prevention programs, such as a program to provide short-term financial assistance to households threatened by eviction due to an inability to pay rent.
  - H3.3 Supportive Housing. Support the conversion of existing hotels and motels to sponsored residential hotels, Single Room Occupancy (SRO) projects, or apartments for the homeless. Develop zoning standards to encourage Single Room Occupancy and / or Efficiency Units.
  - H3.4 Recreational Vehicle Park. ~~Help to f~~Facilitate application for an RV park through the City's permitting process. Work with the County and other local agencies to locate RV parks.
  - H3.5 RV Parking Program. Consider providing financial support for a Recreational Vehicle (RV) park project if an application is submitted by a competent sponsor/developer.
  - H3.6 RV Parking Locations. Continue zoning provisions for churches and non-profits to allow overnight RV parking under limited conditions.
- H4. Homeless Shelters and Services. Support other agencies and nonprofit organizations in their efforts to provide shelter and services for the homeless.

*Possible Implementation Actions to be Considered*

- H4.1 Year-Round Homeless Shelter. Within one year of adoption of the 2010 Housing Element, the Municipal Code shall be amended to allow as a permitted use in the C-M zone, a year-round emergency shelter without any discretionary permit



requirements. Development standards and permit procedures that apply to the use shall be established to include, but not be limited to, maximum number of beds, off-street parking requirements, hours of operation, length of stay, security, etc.

H4.2 Casa Esperanza. Continue to fund and support the Cacique Street Homeless Shelter (Casa Esperanza) or other suitable shelter facilities, and encourage a broad range of such services throughout the region. (Per Ad Hoc Subcommittee).

H4.3 Expanded Services. Support the efforts of the Coalition to Provide Shelter and Support for the Homeless to expand the Cacique Street Homeless Shelter and other facilities and services to year-round programming.

H4.4 Operational and Service Needs. Support the operational and service needs (such as child care and job training) of homeless shelter and service providers. Provide financing when possible.

H5. Transitional Housing Opportunities. Increase the supply and variety of transitional housing opportunities.

*Possible Implementation Actions to be Considered*

H5.1 Transitional Housing. Continue to fund community-based non-profit agencies, such as Transition House, to provide a range of transitional housing opportunities.

H5.2 Regional Coordination. Coordinate with the County of Santa Barbara and the cities of Carpinteria and Goleta to develop, update and implement the Consolidated Plan's Continuum of Care programs.

H6. Housing Opportunities for Seniors. Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low and moderate income seniors.

*Possible Implementation Actions to be Considered*

H6.1 Senior Housing. Encourage the development of a full range of senior living situations, available at market and affordable rates.

H6.2 Unit Acquisition and Rehabilitation. Continue to promote and assist in the acquisition and rehabilitation of existing dwelling units for use as affordable senior housing.

H6.3 Upgrade Senior Facilities. Continue to facilitate private sector efforts to upgrade existing senior housing facilities, including services for seniors with long term care needs, in order to provide improved senior housing opportunities.

H6.4 Non-Institutional Facilities. Encourage small, non-institutional facilities that meet the needs of the older senior population (75+).

H6.5 Senior Advocacy. Continue to work with the Area Agency on Aging.

H6.6 Support Services. Encourage the expansion of support services such as house cleaning, cooking, shopping and financial advising in order to meet the needs of the older, independent senior population.

H6.7 Housing Incentives. Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the

development of small senior and disabled apartment projects including efficiencies and congregate care.

H6.8 Design Guidelines. Adopt site and unit design guidelines for senior and disabled units, which incorporate all relevant federal, state and local laws, as well as recommendations from the Access Advisory Committee (AAC).

H7. Housing Opportunities for Disabled. Seek to ensure the availability of housing opportunities for the extremely low, very low, low and moderate income disabled population.

*Possible Implementation Actions to be Considered*

H7.1 Congregate Care. Promote and assist the development and processing of new congregate housing opportunities or board and care facilities for the extremely low, very low, low and moderate income, and physically and mentally disabled persons.

H7.2 Support for Landlords. Explore the creation of a program to support and assist landlords in accepting mentally disabled tenants.

H7.3 Special Needs Housing. Encourage ~~the~~ community services groups, non-profits, and the faith-based community to create special needs housing.

H7.4 New Housing Opportunities. Work with community service providers to expand their scope of services to include housing through new construction or acquisition and rehabilitation of existing dwelling units.

H7.5 Priority Status. Encourage the Housing Authority of the City of Santa Barbara to continue to give priority status to disabled people with the greatest housing needs.

H7.6 Accessibility Funding. Explore ways to fund accessibility improvements for dwelling units that will be made available for disabled persons who are eligible to receive HUD Section 8 certificates.

H7.7 At-Risk Affordable Disabled Units. Ensure that affordable units occupied by disabled tenants at risk of converting to market rates are maintained as affordable, to the extent feasible.

H8. Accessible Housing for Disabled. Accessibility for the disabled shall be required in new residential development and in housing to be rehabilitated.

*Possible Implementation Actions to be Considered*

H8.1 Accessibility Review. Continue the ongoing review of residential development plans for accessibility for the disabled.

H8.2 Accessibility Guidelines. Distribute guidelines to builders that explain Federal and State laws regarding accessible units. Provide specific ideas and examples (such as no steps, wider doors and hallways and larger bathroom areas).

H8.3 Accessible Housing. Adhere to either the Fair Housing Act or the California Building Code, whichever is more stringent, in order to provide accessible housing..

- H9. Accessible Housing Programs. Support the creation of new programs to aid the disabled to secure accessible housing.

*Possible Implementation Actions to be Considered*

- H9.1 Accessible Housing Incentives. Investigate and implement policies that give incentives for disabled accessible units to be included in market-rate projects.
- H9.2 Technical Assistance. Seek funding to create and fund technical assistance programs for builders wishing to construct or convert housing for the disabled. Programs could include free architectural services to rental property owners and developers, as well as construction loans or grants for the development of accessible housing affordable to extremely low, very low, low or moderate income households.
- H9.3 Case Management. Seek funding for case managers to support the disabled in independent living situations.

## New Housing Development Policies

- H10. New Housing. Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

*Possible Implementation Actions to be Considered*

- H10.1 Early Project Consultation. Continue to offer and encourage early staff predevelopment consultations for residential development of opportunity sites and mixed use projects.
- H10.2 Property Profiles. Continue to offer property profile services in the Planning Division that explain development potential and constraints for parcels in the City. Property profile services generally involve the review of archive, street and planning files, and the preparation of a letter report containing information regarding the property's permit history and development potential. (Per Ad Hoc Subcommittee)
- H10.3 Building Reuse. Encourage residential reuse of existing nonresidential buildings, for both ownership and rental affordable housing.
- H10.4 Housing at Shopping Centers. Promote and encourage the development of mixed-use for ownership and rental housing at shopping centers such as La Cumbre Plaza shopping center, with an emphasis on affordability, by coordinating and/or partnering with property owners and housing developers.

- H11. Promote Affordable Units. The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

*Possible Implementation Actions to be Considered*

- H11.1 Affordable and Workforce Housing. Explore options to promote affordable and workforce housing, including revising the variable density ordinance provisions to increase affordable housing (e.g., limit unit size), requiring a term of affordability, and reducing parking standards with tenant restrictions. (Per Ad

Hoc Subcommittee reduced parking standards needs further discussion by Council)

H11.2 Affordable Rental and Employer Housing Overlay. Encourage the construction of rental housing, employer sponsored housing, and co-operatives including 3+ bedroom units, in the downtown, C-M Commercial Manufacturing Zone and Milpas Street area center and identified areas of the R-3/R-4 zones at affordable rental rates by providing incentives such as: (Per Ad Hoc Subcommittee policy to be determined by Council.)

- Increased density overlays ~~up to 50 percent~~ (over Average Unit Density Incentive Program).
- Higher Floor Area Ratios (FAR) when such standards are developed.
- More flexibility with zoning standards, (e.g., reduced parking standards).
- Expedited Design Review process.
- Fee waivers or deferrals. (

H11.3 Inclusionary Housing. Amend the Inclusionary Housing Ordinance to:

- a. Consider a 15 - 25 percent inclusionary affordable housing provision in new residential ownership developments for affordable housing to accommodate workforce (middle) income earners; ~~And~~
- b. Amend the payment of in-lieu fees to include the following considerations:
  - Eliminate or reduce inclusionary housing in-lieu fees based on preferred development, such as affordable or special needs housing projects;
  - Adjust the inclusionary housing in-lieu fee rate based on unit size (i.e., lower fees for smaller units);
  - Require inclusionary housing in-lieu fees for commercial development; and/or
- c. Suspend the inclusionary housing requirements or in-lieu fees during times of economic downturn if development costs are prohibitive. (Per Ad Hoc Subcommittee policy needs further discussion by Council)

H11.4 Density Standards. Develop density standards that permit greater densities for projects that provide a greater percentage of price-restricted ownership units than required by the inclusionary housing ordinance.

H11.5 Bonus Density. Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.

H11.6 Private Sponsors. Continue to solicit proposals for low-, moderate-, and middle income projects from private sponsors and develop programs to assist in their implementation.

H11.7 Infill Housing. Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new extremely low, very low, low and moderate income housing opportunities.

H11.8 Opportunity Sites. Assist, coordinate or partner with builders for the development of affordable housing projects by identifying in-fill and opportunity

sites in the commercial zones, on public lands and under-developed R-2, R-3 and R-4 sites.

- H11.9 Sweat Equity Projects. Continue to support special procedures for development, permitting, construction and early occupancy of “sweat equity” projects.
  - H11.10 Large Rental Units. Encourage the construction of three bedroom and larger rental units for low-, moderate-, and middle income families, including the Housing Authority, in efforts to develop and/or acquire three+ bedroom units.
  - H11.11 Condominium Conversions. Continue to implement the Municipal Code’s Condominium Conversion Ordinance to provide opportunities for entry-level home ownership in a variety of locations while maintaining a supply of rental housing for extremely low, very low, low and moderate income persons.
  - H11.12 Surplus Land. Inventory all land in the City owned by County, State and Federal governments, the Santa Barbara School and High School Districts and public utilities and actively pursue dedication of surplus land for development of low, moderate and middle income housing, and for qualifying employees of participating government agencies.
  - H11.13 Housing Opportunities. Look for housing opportunities on City-owned land or over private and public parking lots.
  - H11.14 Public Facilities. Pursue acquisition of the National Guard and Army Reserve sites in order to develop affordable housing, park, school or other public benefit facilities.
  - H11.15 Financial Assistance. Apply for, or support others in applying for, all available public and private funding and financial assistance for affordable housing projects.
  - H11.16 Property Transfer Tax. Increase property transfer tax to provide funding for price-restricted affordable and workforce housing, in order to broaden the funding base.
  - H11.17 Alternative Revenue Sources. Explore alternative sources of revenue for Affordable Housing to replace the Central City Redevelopment Project (CCRP) area tax increment financing when it expires in 2015.
  - H11.18 Extend Redevelopment Project Area. Continue to explore and pursue potential legislative amendments or other opportunities for extension or replacement of the Redevelopment Project Area and its funding mechanism for affordable housing and other community benefit projects.
  - H11.19 Parcel Consolidation. Encourage the consolidation of small and underutilized parcels for the development of affordable housing, if appropriate based on neighborhood compatibility.
- H12. Above Moderate Affordable Housing. Provide incentives for the private sector development of new housing opportunities affordable to households earning more than 120% of the Area Median Income, but not more than 200% of the Area Median Income.

Possible Implementation Actions to be Considered

- H12.1 Above Moderate Housing. Encourage the development of housing for first time home buyers, including moderate and middle-income households.

~~H12.2 City Assistance. Expand and improve the existing Homebuyer's Assistance Programs for City employees. (Per Ad Hoc Subcommittee)~~

H12.3 Large Employers. Encourage large employers to mitigate affordable housing impacts.

H13. Non-Subsidized Rental Housing. Preserve and promote non-subsidized affordable rental housing.

*Possible Implementation Actions to be Considered*

H13.1 Preserve Rentals. Explore ways to avoid condominium conversions, or alternatively, the possibility creation of cooperative tenant ownership of previous rentals, ~~such as the use of public funding to provide mortgage or down-payment loans. Such funds could also fund new affordable rental development.~~ (Per Ad Hoc Subcommittee)

H13.2 Condominium Conversions. Amend section 28.88.120B of the Municipal Code to require all condominium conversions to conform to the density requirements of the General Plan.

H13.3 Rental Units. Allow the reconstruction or rehabilitation of existing rental apartments at non-conforming General Plan densities and zoning standards. The loss of some rental units may be considered to meet building code requirements.

H14. Sustainable Housing. Ensure that new market-rate residential development is consistent with the City's sustainability goal, including reduced energy and resource use, and increased affordable housing opportunities.

*Possible Implementation Actions to be Considered*

H14.1 Market Rate Housing. Market-level housing projects in the ~~R-2~~, multi-family or commercial zones (including mixed-use) shall be encouraged to:

- Provide unit sizes calculated using maximums set out under the City's redefined Average Unit Density Incentive Program provisions; and
- Have access to adequate public open space within a ½-mile radius, a dedication of sufficient useable open on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.

H14.2 Resource Conservation. Establish criteria and standards for resource use in relation to density in the project review process, to encourage reduced resource footprint projects. Residential projects that exhibit a significantly lower resource per capita footprint would be allowed bonus density providing the building remains smaller than allowed by zoning.

H14.3 Market-Rate Incentives. Prepare design standards and codify incentives for market rate developers to build smaller, "affordable-by-design" residential units that better meet the needs of our community.

H15. Secondary Dwelling Units. Second units (granny units) in single family zones shall be allowed within certain areas with neighborhood input to gauge level of support, but prohibited in the High Fire Hazard Zones to the extent allowed by the State laws applicable to second units. Second units may be appropriate within a short walking distance from a main transit corridor and bus stop:



Possible Implementation Actions to be Considered

~~H15.1 Second Units. Second units (granny units) may be appropriate within easy 10-minute walking distance from a main transit corridor and bus stop. Consider incentives, such as: revised development standards for second units e.g., eliminating the parking requirements for second units, eliminating the attached unit requirement, reducing development costs by allowing one water, gas and electric meter and a single sewer line, developing an amnesty program for illegal second units.~~

H15.21 Secondary Dwelling Unit Ordinance. Amend the Secondary Dwelling Unit Ordinance to provide more site planning flexibility and affordable-by-design concepts such as:

- Changing the existing size limitations to remove percentage of unit size and allowable addition requirements, and allowing a unit size range (300 – 700 s.f.);
- The square footage of the secondary dwelling unit shall be included in the floor-to-area ratio (FAR) for the entire property and shall be consistent with the Neighborhood Preservation Ordinance FAR;
- Eliminating the attached unit requirement;
- ~~Changing the minimum lot size standard;~~ (Per Ad Hoc Subcommittee)
- Eliminating or adjusting affordability requirements;
- ~~Allowing tandem parking and easing other parking requirements on a case-by-case basis;~~ (Per Ad Hoc Subcommittee needs further discussion.)
- ~~Allowing one water, gas, and electric meter and a single sewer line;~~
- ~~Developing an amnesty program for illegal second units which will comply with code requirements;~~ and (Per Ad Hoc Subcommittee)
- Developing guidelines and prototypes of innovative design solutions.

~~H15.32 Loan Program. Consider a Secondary Dwelling Unit Loan Program for R-2 rental units and in single family zones during periods of high interest rates. Low interest loans would be provided in exchange for affordable rents for 15 years or the life of the loan.~~ (Per Ad Hoc Subcommittee Policy H15 and associated implementation actions need to be discussed by Council)

H16. Expedite Development Review Process. Assist affordable housing sponsors to produce affordable housing by reducing the time and cost associated with the development review process while maintaining the City's commitment to high quality planning, environmental protection and urban design.

Possible Implementation Actions to be Considered

H16.1 Affordable Housing Projects. Continue to give priority to affordable housing projects on Staff, Committee and Commission agendas.

H16.2 Affordable Housing Facilitator. Continue to have a Staff-level Affordable Housing Facilitator with clearly established roles and responsibilities as defined by City Council.

H16.3 CEQA Exemption. Continue to use the CEQA infill exemption for Affordable Housing projects as appropriate.

- H16.4 Coordinated Project Review. Address issues of coordination between the Architectural Board of Review (ABR), the Historic Landmarks Commission (HLC), the Staff Hearing Officer (SHO) and the Planning Commission (PC). Identify areas where additional staff authority could be given for administrative approvals.
- H16.5 Infill Project Guidelines. Work with AIA, ABR and HLC members to develop guidelines and examples for small infill projects (adding 1-3 units). Consider allowing projects consistent with the guidelines to be reviewed as Consent items when appropriate.
- H16.6 Administrative Approvals. Develop a list of administrative approvals for small infill projects that would include, but not be limited to the following:
- Paint color
  - Window changes
  - Water heater enclosures
  - Room additions
  - Additions of less than 250 s.f.
  - Small infill projects consistent with adopted design prototypes
- H16.7 Water Meters. Allow new apartment developments to be served by a single water meter for interior uses with sub-meters for each unit, as appropriate.
- H16.8 Expedited Review. Continue working with the Architectural Board of Review (ABR) and the Historic Landmarks Commission (HLC), and City departments to expedite the review of Affordable Housing Projects. As appropriate, establish joint sub-committees of design review boards and Planning Commission to offer early, consistent and timely input and problem solving during the review process.
- H16.9 Multi-Family Design Guidelines. Develop multi-family residential design guidelines and standards to address unit size, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).
- H17. Flexible Standards. Implement changes to development standards to be more flexible for rental, employer sponsored workforce housing, ~~and~~ affordable housing projects, and limited equity co-operatives, where appropriate. (Per Ad Hoc Subcommittee)

Possible Implementation Actions to be Considered

- H17.1 Parking Requirements. Consider incremental changes to the Zoning Ordinance parking requirements such as:
- Allowing tandem parking (Per Ad Hoc Subcommittee to be determined by Council)
  - Providing more flexibility for constrained sites (e.g., allowing for more than one maneuver, use of car stacking devices or other space saving measures)
  - Eliminating guest parking requirements for housing in downtown commercial area (Per Ad Hoc Subcommittee to be determined by Council)
  - Rounding down when calculating parking requirements- (Per Ad Hoc Subcommittee to be determined by Council)



- H17.2 Zoning Standards. Consider amending the Zoning Ordinance to change how, where and the extent of outdoor living space, yard and setback requirements for housing in commercial zones.
- H17.3 Expedite Environmental Review. Develop and maintain a system for use of the City's Master Environmental Assessment Document as a means of expediting the environmental review process consistent with State law regarding housing.
- H17.4 Development Review Process. On an ongoing basis, evaluate the current development review system and make recommendations for improvements.
- H18. Monitoring of Net Housing Gains and Losses. The City shall monitor housing development and progress toward achieving housing goals.

*Possible Implementation Action to be Considered*

- H18.1 Adaptive Management Program. Through the Adaptive Management Program, monitor and report annually to the Planning Commission, City Council and public, the number of total and affordable dwelling units (including bonus density units) that are being constructed, and the number of units converted to commercial use or demolished and not replaced.

## **Conservation and Improvement of Existing Housing Policies**

- H19. Rehabilitation Programs. The City shall continue to expand its voluntary housing rehabilitation programs, and preserve existing housing in all parts of the City.

*Possible Implementation Actions to be Considered*

- H19.1 Rehabilitation Loans. Continue to provide rehabilitation loans to low- and moderate-income owner households in neighborhoods displaying the greatest need for rehabilitation.
- H19.2 Outreach Efforts. Increase outreach efforts to encourage homeowners and apartment owners to participate in the City's Housing Rehabilitation Loan Program (HRLP).
- H19.3 Review HRLP. Review and evaluate the objectives of the HRLP for consistency with the 2010 Housing Element goals.
- H19.4 Low-Interest Loans. Continue to provide low interest rehabilitation loans for housing sponsors to rehabilitate multi-family structures.
- H19.5 Neighborhood Surveys. Continue to survey neighborhoods that have the highest number and concentration of units in need of rehabilitation.
- H19.6 Mobile Home Parks. Investigate rehabilitation loan programs for the rehabilitation of mobile home park infrastructure.
- H19.7 Remove Architectural Barriers. Continue the City's Home Rehabilitation Loan Program's efforts to remove architectural barriers in the homes of disabled citizens.
- H19.8 Substandard Housing. Continue to allow the appropriate demolition of substandard housing.

- H20. Property Improvements. The City shall encourage residential property owners to improve the conditions of their property(ies) to a level that exceeds the minimum standards of the California Building Code and the Uniform Housing Code

*Possible Implementation Actions to be Considered*

- H20.1 Zoning Enforcement. Continue to focus building and zoning enforcement efforts on property owners who are chronic, repeat offenders with emphasis on multi-departmental inspections and abatement orders, and prosecution of violators through the court system.
- H20.2 Substandard Apartment Complexes. Look for opportunities to acquire larger, substandard apartment complexes in cooperation with the Housing Authority, Peoples' Self Help Housing or other community-based organizations in order to correct health and safety problems and to provide ongoing management services.
- H20.3 Bilingual Assistance. Continue to provide a bilingual ombudsperson for tenants in substandard units who wish to file a housing complaint.
- H20.4 Zoning Information Reports. Continue to require Zoning Information Reports when residential units change ownership, excluding condominiums.
- H20.5 Illegal Dwelling Units. Consider ways to legalize illegal dwelling units in accordance with the requirements of the Zoning Ordinance.
- H20.6 Code Enforcement. Consider intensifying enforcement of the requirements of the Zoning Ordinance, the California Building Code and the Uniform Housing Code only if adequate protection measures and relocation assistance are available for tenants who may be displaced by such enforcement activities.
- H20.7 Substandard Buildings. Consider implementing a program that would require owners of buildings found by the City's Building and Safety Division to be substandard to assume the financial burden of relocating their tenants to habitable units.
- H20.8 Tax Code. Continue to utilize the processes of Sections 17274 and 24436.5 of the *State Revenue and Taxation Code* which prohibits a taxpayer who derives rental income from substandard housing from receiving income tax deductions for interest, taxes, depreciation or amortization paid or incurred with respect to the substandard housing.
- H21. Preserve Affordable Housing. Maintain the affordability of existing extremely low, very low, low and moderate income dwelling units.

*Possible Implementation Actions to be Considered*

- H21.1 Affordability Covenants. Continue to monitor and preserve affordable housing covenants before they expire.
- H21.2 At-Risk Affordable Units. Continue to encourage the Housing Authority and nonprofit organizations to acquire and manage units whose affordability requirements are due to expire.
- H21.3 Expiring Affordability. For projects with expiring affordability provisions:
- Make a determination as to whether longer affordability is feasible under existing financing;

- Engage in dialogue with property owners, no later than 12 months prior to the expiration of the recorded affordability covenant, to extend the affordability period. If the affordability period is not extended the City in conjunction with the property owner shall notify the tenants of the impending expiration to ensure proper and timely notification;
- Explore options for refinancing first mortgage bonds;
- Explore potential for sale of project to nonprofit or the Housing Authority;
- Require additional affordability as a condition of subordination of an existing City loan against the property.

H21.4 Presidio Park Apartments. Ensure that Presidio Park Apartments remain affordable in the interim between when their Section 8 contract expires (2004) and when the City has option to purchase (2018). Develop a financial plan to purchase Presidio Park Apartments as long term affordable housing project in 2018.

## Regional Cooperation and Jobs/Housing Balance Policies

H22. Work to Solve Regional Jobs/Housing Imbalance. The City is committed to working with neighboring jurisdictions and the private sector to solve the regional jobs/housing imbalance in a regional manner.

### *Possible Implementation Actions to be Considered*

H22.1 Affordable Housing Task Group. Continue to support and participate on the Joint Cities / County Affordable Housing Task Group.

H22.2 Shared Housing Development. Explore joint housing development opportunities, with the County of Santa Barbara and the cities of Carpinteria and Goleta.

H22.3 Affordability Criteria. Continue coordination with the County to maintain uniform affordability criteria.

H22.4 Farmworker Housing. Encourage and support the County's efforts to address the special housing needs of farmworkers on the South Coast.

H22.5 Affordable and Workforce Housing. Continue to work with community groups in support of Affordable and "Workforce" housing on the South Coast.

H22.6 Coastal Housing Partnership. Continue to participate and support the Coastal Housing Partnership, as well as explore ways to expand its role and reach.

H22.7 Employer Incentives. Work with the Coastal Housing partnership-Partnership to develop incentives for employers throughout the South Coast to provide employee housing on-site or close-by off-site, and establish or expand programs that encourage employers to provide other housing benefits or financial assistance programs, such as down payments, closing costs and rental move-in fees for employees.

H22.8 Bridge Loans. Encourage the Community Housing Trust Fund to explore the feasibility of providing "bridge loans" to existing property owners to add small rental units (including "granny units") to their property. The bridge loan would be for the construction period. In exchange, the rental units would be required to be affordable for a reasonable period of time.

H22.9 Affordable Student Housing. Encourage UCSB and Santa Barbara City College to address affordable student, faculty and staff housing on campus and at close-by off-site opportunity sites. Discuss with SBCC or other interested organizations the obstacles to development of student housing on campus or within walking distance to the campus. Provide encouragement and assistance in pursuit of any needed legislative or Local Coastal Plan Amendments for the provision of student housing.

H23. Sustainable Regional Housing Solutions. Develop regional strategies to fund and construct Affordable Housing for different need categories (e.g., senior, young families, disabled, homeless) within existing urban growth limits.

*Possible Implementation Actions to be Considered*

H23.1 State and Federal Funding. Explore opportunities for joint City/County applications for Federal and State housing assistance programs.

H23.2 Annexations. At the request of the County and community, pursue joint projects, including annexations, similar to the Mercy Housing / St. Vincent's affordable housing project.

H23.3 City Resources. Look for opportunities to use City funding and staffing resource for affordable projects outside the City limits as requested and appropriate. (Per Ad Hoc Subcommittee to be determined by Council)

H23.4 New Funding Sources. Encourage the community-based Housing Trust Fund and the Trust for Public Lands to work together in efforts to identify new funding sources for affordable housing projects.

H23.5 Housing Authority Coordination. Encourage the City and County Housing Authorities to work together to purchase sites and/or construct affordable housing.

H24. Cooperation on Legislative Changes. Pursue a joint legislative platform to achieve regional housing solutions for the South Coast.

*Possible Implementation Actions to be Considered*

H24.1 Rental Housing. Encourage the passage of legislation that provides incentives for the construction of rental housing.

H24.2 Condominium Production. Encourage the passage of legislation that would resolve the condominium construction defect liability problem.

H24.3 [Removed.]

H24.4 Housing for Disabled. Support State legislation that would expand housing opportunities for the disabled.

H24.5 Redevelopment. Pursue State legislation to extend the life of the RDA's CCRP.

H24.6 Residential Development. Encourage the federal and state governments to establish policies and expand programs that will assist in the production and financing of residential development including the following:

- Adopt legislation or regulatory changes that will result in an expanded secondary mortgage market for mixed use and affordable housing developments.

- Revise the tax code to provide incentives for the construction and ownership of rental housing, such as accelerated depreciation.
- Increase funding for affordable housing programs.
- Amend the Community Reinvestment Act to require banks and savings associations to provide more financing for the production of affordable housing.
- Adopt legislation that will facilitate the use of Mortgage Credit Certificates and tax exempt bond financing for affordable housing in higher cost areas.

H24.7 Section 8 Program. To ensure the continuation of the Section 8 Housing Voucher Program the following shall be pursued:

- Oppose any legislation that would reduce funding for the Section 8 Housing Voucher Program, including the block granting of the program to the states.
- Support legislation that provides new incremental units of Section 8 Voucher assistance nationwide, particularly in high cost areas like Santa Barbara where the need is greatest.
- Support legislation that ensures adequate Section 8 Voucher renewal funding so that the number of low-income families presently served are not reduced.

H24.8 Green Housing. Support a new federal affordable housing production program as recommended by the Millennial Housing Commission, to provide grants for green housing projects for low- through middle-income households.

## Public Education and Information Policies (Per Ad Hoc Subcommittee)

H25. Housing Information. Encourage broad based support in the community for the siting and permitting of affordable housing projects, senior housing, homeless shelters, and group homes for persons with disabilities or terminal illnesses.

### Possible Implementation Actions to be Considered

H25.1 Housing Resources. The City shall provide information to the public about housing needs and resources that exist in the community:

- Through reports to the Planning Commission or City Council, and in coordination with the Housing Authority:
- By public access television to provide information on affordable housing: what it is, whom it is for, and why it is necessary, ~~and how NIMBYism affects its production.~~ (Per Ad Hoc Subcommittee)

H25.2 Rental Incentive Information. Provide rental incentive program information to potential developers regarding the need for large (3+ bedroom) rental units affordable to extremely low, very low, low, and moderate income households.

H26. Affordable Housing Information. Inform the public of affordable housing opportunities that currently exist in the community.

### Possible Implementation Actions to be Considered

H26.1 Tax Deductions. Provide information on the availability of California income tax deductions to those persons rehabilitating property for handicapped access.

- H26.2 Housing Opportunities. Continue to publish and distribute a resource guide to inform consumer households of available housing opportunities and community programs.
- H26.3 Accessibility Regulations. Continue to provide information and technical assistance to property owners concerning compliance with Title 24, ADA and Fair Housing Act regulations (the standards for accessibility by the disabled).
- H26.4 Housing Achievements. Support and assist efforts to publicize both public and private affordable housing achievements.

**Ad Hoc Subcommittee Edits to September 2010 General Plan**  
(Includes "Per Ad Hoc Subcommittee" changes along with other edits made per  
Planning Commission or Council direction, or public input)

Circulation  
Goals and Policies and Implementation

**GOALS**

- *Integrated Multi-Modal Transportation System.* Create a more integrated multi-modal transportation system to connect people, places, goods, and services by providing a choice of transportation modes and decreasing vehicle traffic congestion.
- *Street Network.* Provide a comprehensive street network that safely serves all transportation modes.

**Circulation Policies**

(Numbering corresponds with March 2010 Draft General Plan. Numbering to be finalized after plan adoption.)

- C1. Transportation Infrastructure Enhancement and Preservation. Assess the current and potential demand for alternative transportation and where warranted Increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

Possible Implementation Actions to be Considered

- C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.
- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
  - Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more Downtown bike lane connections by regulating curbside parking during peak travel periods working closely with Downtown stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.
  - Continue implementing of the City's Sidewalk Infill Program.
  - Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
  - Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.



- Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.
  - Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.
  - Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries. [MM TRANS-2.d]
- C1.2 Personal Transportation. In partnership with private interests, promote and provide incentives including the provision of funding, for shared-cost personal transportation options such as car-sharing and bike-sharing to increase personal mobility, reduce air pollution and green house gas emissions, reduce parking demand, and decrease cost of transportation to individuals.
- C1.3 Intermodal Connections. Improve intermodal connections for public transit, car pools, carshare or bikeshare programs, bicycle, and pedestrian routes. Provide intermodal connectivity at transit accessible centers, including the train depot, to support sustainable commute options such as feeder shuttles, bicycle storage facilities, bike-sharing, and car-sharing.
- C1.4 [Deleted]
- C1.5 Optimize Capacity. Utilize Intelligent Transportation System (ITS) strategies (such as signal timing) to optimize the capacity, flow and improved safety for motor vehicles, bicycles, transit, and pedestrians.
- C1.6 [Deleted]
- C1. Mid Block Traffic Flow Improvement Techniques. As part of transportation planning for capital improvements and private development improvements, consider techniques for improving mid-block traffic flow along corridor segments with conditions that tend to impede the flow (such as closely-spaced intersections and driveways, and higher volumes of pedestrians and buses). Such techniques may include shared driveway access and parking, effective access design and driveway spacing, median treatment, traffic control refinement, and design of improvements for buses, pedestrians and bicycles.
- C2. Regional Transportation and Commuter Transit. Coordinate regionally with agencies and the private sector to establish viable rail, bus and carpooling options for commuters, and create an energy efficient regional transportation network.

Possible Implementation Actions to be Considered

- C2.1 Regional Transportation Networks. Actively pursue regional transportation solutions through the Santa Barbara County Association of Governments to address regional transportation needs, in conjunction with regional housing and development patterns that are responsive to the requirements of AB 32 and SB375.
- C2.2 Commuter Transit. Work with other local governments the Santa Barbara County Association of Governments, and MTD to address the transportation needs of commuters from Ventura and San Luis Obispo counties including multi-modal and rail-commuting systems.



- C2.3 Improved Transit Frequency. Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5 minutes on primary transit corridors, reduce non-peak headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (e.g., Clean Air Express).
- C3. Vehicle Speeds. Advocate for new state legislation that promotes vehicle speed limits that are designated and enforced with consideration of street design, adjacent land use, and mix of transportation mode usage.
- C4. Bus Pull-Out Right-of-Way. To facilitate buses in turn-out pockets merging back into traffic, monitor changes in State regulations to require motorists to yield to a merging bus.
- C5. Transit Funding. To provide the level of transit service needed, all funding mechanisms, new and old, will be studied.
- C6. Circulation Improvements. Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, ~~and~~ Travel Demand Management (TDM) strategies and others.

Possible Implementation Actions to be Considered

- C6.1 Impacted Intersections. Install Traffic Signals or Roundabouts at Impacted Intersections which are currently controlled by Stop Signs. This includes the following intersections:
- Mission Street and Modoc Road
  - Las Positas Road and Cliff Drive( in design)
  - Olive Mill Road and Coast Village Road [MM TRANS-1.a]
- C6.2 [Moved to below as Transit Pass Program]
- C6. Intersection Master Plan. Develop a program that identifies current and future deficiencies at City intersections and identify feasible improvements and funding sources to improve problem intersections. Intersections to potentially include: (MM TRANS-1 1.c.)
- Milpas Street and Quinientos Street
  - U.S. Highway 101 Southbound Ramps and Garden Street
  - U.S. Highway 101 Northbound Ramps and Garden Street
  - Gutierrez Street and Garden Street
  - Haley Street and Castillo Street
  - Carrillo Street and U.S. Highway 101 Northbound Ramps
  - Carrillo Street and and U.S. Highway 101 Southbound Ramps
  - Carrillo Street and San Andres Street
  - Mission Street and U.S. Highway 101 Southbound Ramps
  - Mission Street and U.S. Highway 101 Northbound Ramps
  - Las Positas Road and Modoc Road

- Las Positas Road and U.S. Highway 101 Southbound Ramps
- U.S. Highway 101 Northbound Ramps and Calle Real
- Las Positas Road and State Street
- Hitchcock Way and State Street
- La Cumbre Road and State Street
- Hope Avenue and U.S. Highway 101 Northbound Ramp/Calle Real

C6.2 Transit Pass Program.

Encourage ~~Require~~ employer paid transit passes to be provided as part of the conditions of approval for entitlements for all employees of: (Per Ad Hoc Subcommittee)

- New development within downtown.
- New development within higher density land use areas
- New development within a ¼ mile of high-volume transit corridors.

Encourage ~~Require~~ employer transit passes to be provided to the employees of: (Per Ad Hoc Subcommittee)

- All new employers citywide as part of the conditions of approval for entitlements;
- All existing employers citywide who propose physical expansions and increases to workforce as part of the conditions of approval for entitlements.

Work with regional partners:

- To ensure that employer transit pass programs encompass all existing and future regional bus and/or rail transit services (in addition to MTD services).
- To ensure that the fare media used by the employer transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.

C6.3 Cash-Out Parking. Develop a city-wide employee cash-out parking program similar to the existing state law that would reduce the employer size participation down to 20 employees. Require compliance for new employers and promote voluntary phased compliance for existing employers.

C6.4 Downtown Public Parking Pricing. Work with ~~Downtown~~ stakeholders to develop a public on-street parking program that will reduce commuter use of the customer parking supply and increase the economic vitality of Downtown.

C6.5 Safe Routes to School Projects/Program. Promote and fund Safe Routes to School Projects and Programs that effectively increase walking and bicycling to our local schools.

C6.6 Carpooling and Telecommuting. Work with regional partners such as SBCAG and other public and private interests to promote opportunities for increased carpooling and telecommuting.

C6.7 Car-Sharing. Work with public and private interests to establish various types of car-sharing. [MM TRANS-2.c]

## Parking Policies

- C7. Parking Management. Manage parking Downtown to reduce congestion, increase economic vitality, and preserve Santa Barbara's quality of life.

### Possible Implementation Actions to be Considered

- C7.1 Appropriate Parking. Establish requirements for on- and off-street parking in the Central Business District (CBD) appropriate to the parking users as follow:
- a. Maximize availability of customer parking in the CBD;
  - b. Limit/discourage employee use of public parking in the CBD, and maximize employee commuting options to the CBD;
  - c. Manage and price public parking in the CBD so as not to put businesses in the CBD at a competitive disadvantage with other south coast shopping options; and
  - d. Change residential parking requirements and permitting programs in the CBD to maintain and/or increase the availability of on- and off-street customer parking.
- C7.2 Downtown Parking Requirements. Update the boundary of the delineated area of the Central Business District to include more of the commercial area.
- C7.3 Parking Districts. Assess existing and future parking districts to accommodate parking supply in districts such as Upper State Street, and the Funk Zone.
- ~~C7.4 Parking Maximums. Create motor vehicle parking requirement maximums for new development within the high density mixed use commercial areas. (Per Ad Hoc Subcommittee)~~
- C7.5 Residential Parking Program. Revise the Residential Parking Program to exclude residential on-street parking in the commercial zones. The program currently offers parking permits for on-street parking to residents in selected residential neighborhoods adjacent to commercial zones but permits residents to park on streets all day in commercial zones within the program area.
- C7.6 Residential Parking Requirements. Allow residential land development projects to "unbundle" parking (i.e., selling or renting residential units separate from parking stalls) within the commercial and high density residential land use designations to address affordability and development size, bulk, and scale.
- C7.7 Residential Off-site Parking. Amend the Zoning Ordinance to allow residential required parking off-site in commercial zones.
- C7.8 Bicycle Parking and Other Needs. Require all multi-family and commercial projects to be designed to meet the needs of bicyclists (e.g., secure parking, storage, lockers, showers, etc.)

## Development Policies

- C8. [Deleted]

- C9. Accessibility. Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

# Average Unit Density Program

## Tier 1: (15-27 du/ac)

Average Unit Size	Density	FAR
1450 sq ft	15 du/ac	.50
1360 sq ft	16 du/ac	.50
1280 sq ft	17 du/ac	.50
1210 sq ft	18 du/ac	.50
1145 sq ft	19 du/ac	.50
1090 sq ft	20 du/ac	.50
1040 sq ft	21 du/ac	.50
990 sq ft	22 du/ac	.50
950 sq ft	23 du/ac	.50
910 sq ft	24 du/ac	.50
870 sq ft	25 du/ac	.50
840 sq ft	26 du/ac	.50
805 sq ft	27 du/ac	.50

## Tier 2: (28-36 du/ac)

Average Unit Size	Density	FAR
1245 sq ft	28 du/ac	.80
1200 sq ft	29 du/ac	.80
1160 sq ft	30 du/ac	.80
1125 sq ft	31 du/ac	.80
1090 sq ft	32 du/ac	.80
1055 sq ft	33 du/ac	.80
1025 sq ft	34 du/ac	.80
995 sq ft	35 du/ac	.80
970 sq ft	36 du/ac	.80

## Tier 3: (49-63 du/ac)

			Rental/Employer/Co-op OVERLAY		
Average Unit Size	Density	FAR	Overlay Units	Density (75%)	FAR
1245 sq ft	28 du/ac	.80	600 sq ft	49 du/ac	1.09
1200 sq ft	29 du/ac	.80	600 sq ft	51 du/ac	1.10
1160 sq ft	30 du/ac	.80	600 sq ft	53 du/ac	1.11
1125 sq ft	31 du/ac	.80	600 sq ft	54 du/ac	1.12
1090 sq ft	32 du/ac	.80	600 sq ft	56 du/ac	1.13
1055 sq ft	33 du/ac	.80	600 sq ft	58 du/ac	1.14
1025 sq ft	34 du/ac	.80	600 sq ft	59 du/ac	1.14
995 sq ft	35 du/ac	.80	600 sq ft	61 du/ac	1.16
970 sq ft	36 du/ac	.80	600 sq ft	63 du/ac	1.17

May 16, 2011



Legend

Open Space

- Creeks
- Shoreline
- Parks
- Goleta Slough Natural Reserve

Hillside

- 1 Residential (Max 1 du/acre)
- 2 Residential (Max 2 du/acre)
- 3 Residential (Max 3 du/acre)

Suburban

- 3 Residential (Max 3 du/acre)
- Residential (Max 5 du/acre)
- Residential (12 du/acre)
- Office Low Impact Research & Development

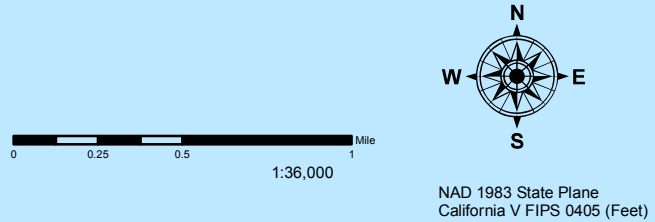
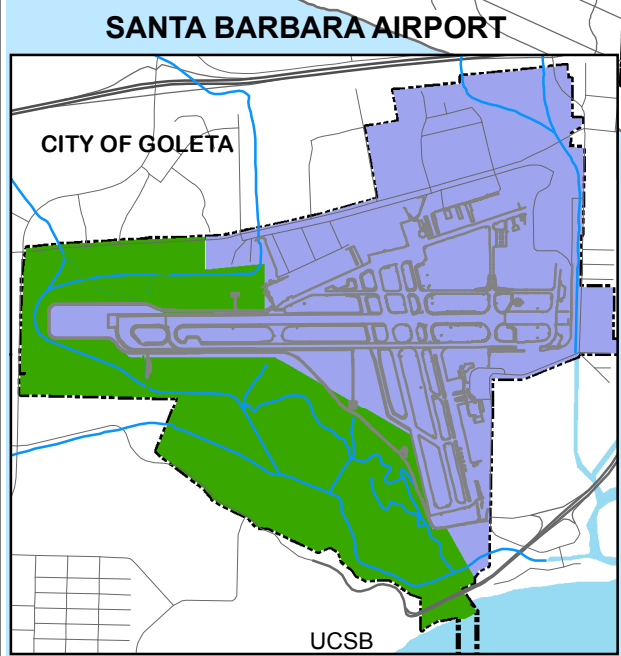
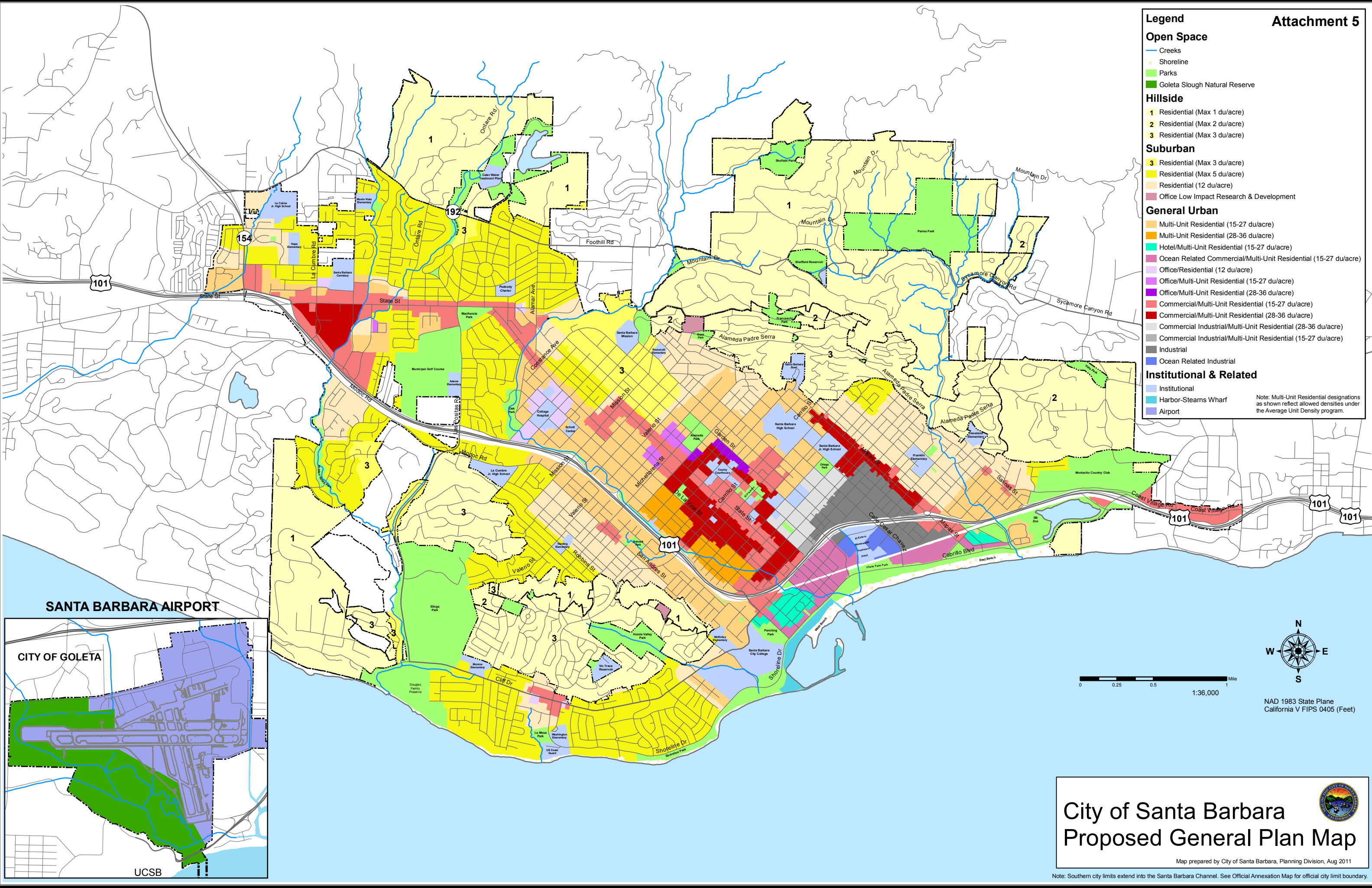
General Urban

- Multi-Unit Residential (15-27 du/acre)
- Multi-Unit Residential (28-36 du/acre)
- Hotel/Multi-Unit Residential (15-27 du/acre)
- Ocean Related Commercial/Multi-Unit Residential (15-27 du/acre)
- Office/Residential (12 du/acre)
- Office/Multi-Unit Residential (15-27 du/acre)
- Office/Multi-Unit Residential (28-36 du/acre)
- Commercial/Multi-Unit Residential (15-27 du/acre)
- Commercial/Multi-Unit Residential (28-36 du/acre)
- Commercial Industrial/Multi-Unit Residential (28-36 du/acre)
- Commercial Industrial/Multi-Unit Residential (15-27 du/acre)
- Industrial
- Ocean Related Industrial

Institutional & Related

- Institutional
- Harbor-Stearns Wharf
- Airport

Note: Multi-Unit Residential designations as shown reflect allowed densities under the Average Unit Density program.

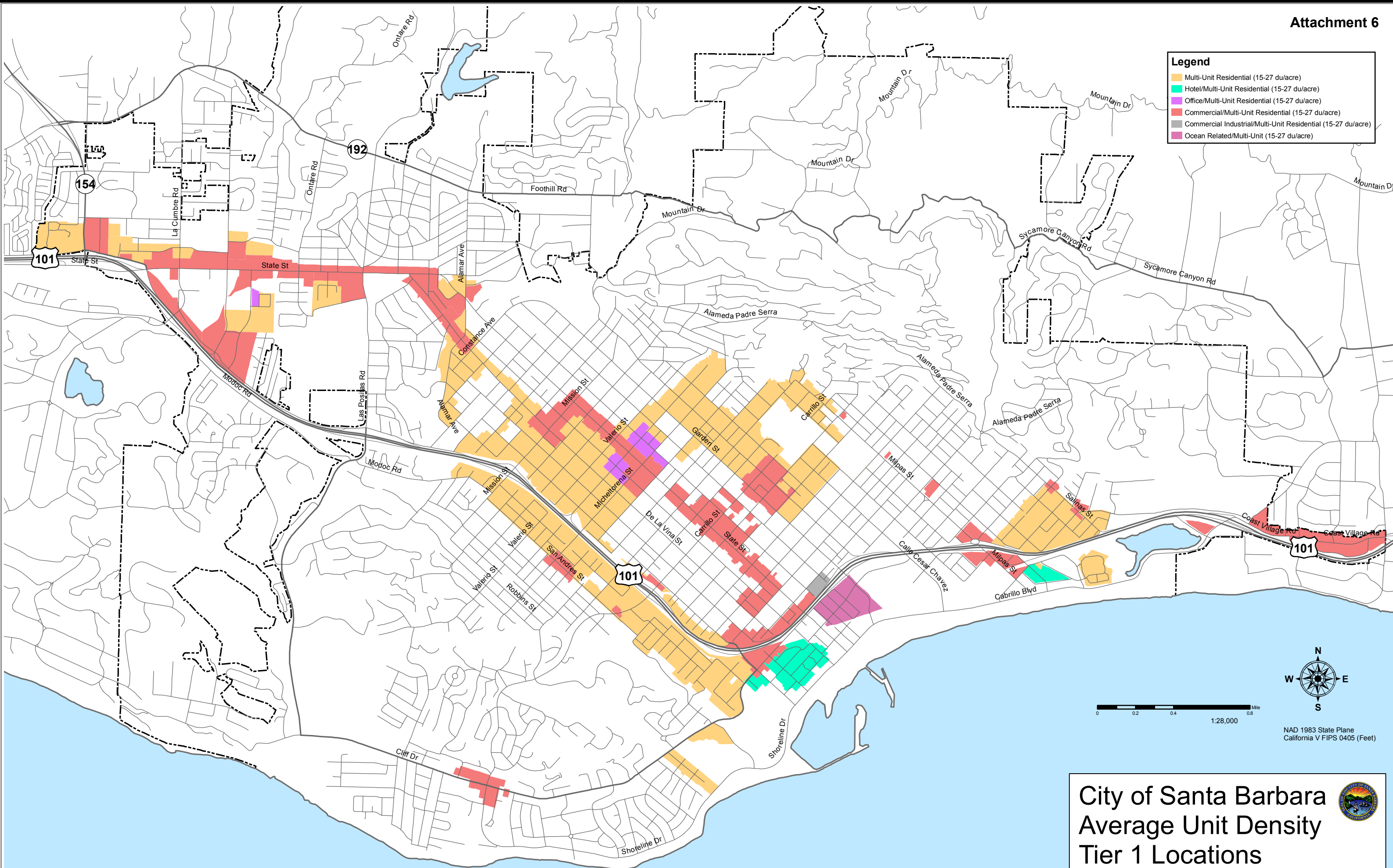


# City of Santa Barbara Proposed General Plan Map

Map prepared by City of Santa Barbara, Planning Division, Aug 2011  
Note: Southern city limits extend into the Santa Barbara Channel. See Official Annexation Map for official city limit boundary.



- Legend**
- Multi-Unit Residential (15-27 du/acre)
  - Hotel/Multi-Unit Residential (15-27 du/acre)
  - Office/Multi-Unit Residential (15-27 du/acre)
  - Commercial/Multi-Unit Residential (15-27 du/acre)
  - Commercial Industrial/Multi-Unit Residential (15-27 du/acre)
  - Ocean Related/Multi-Unit (15-27 du/acre)

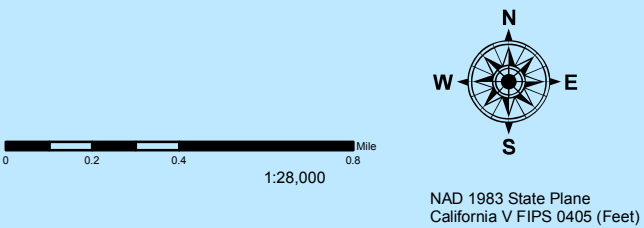
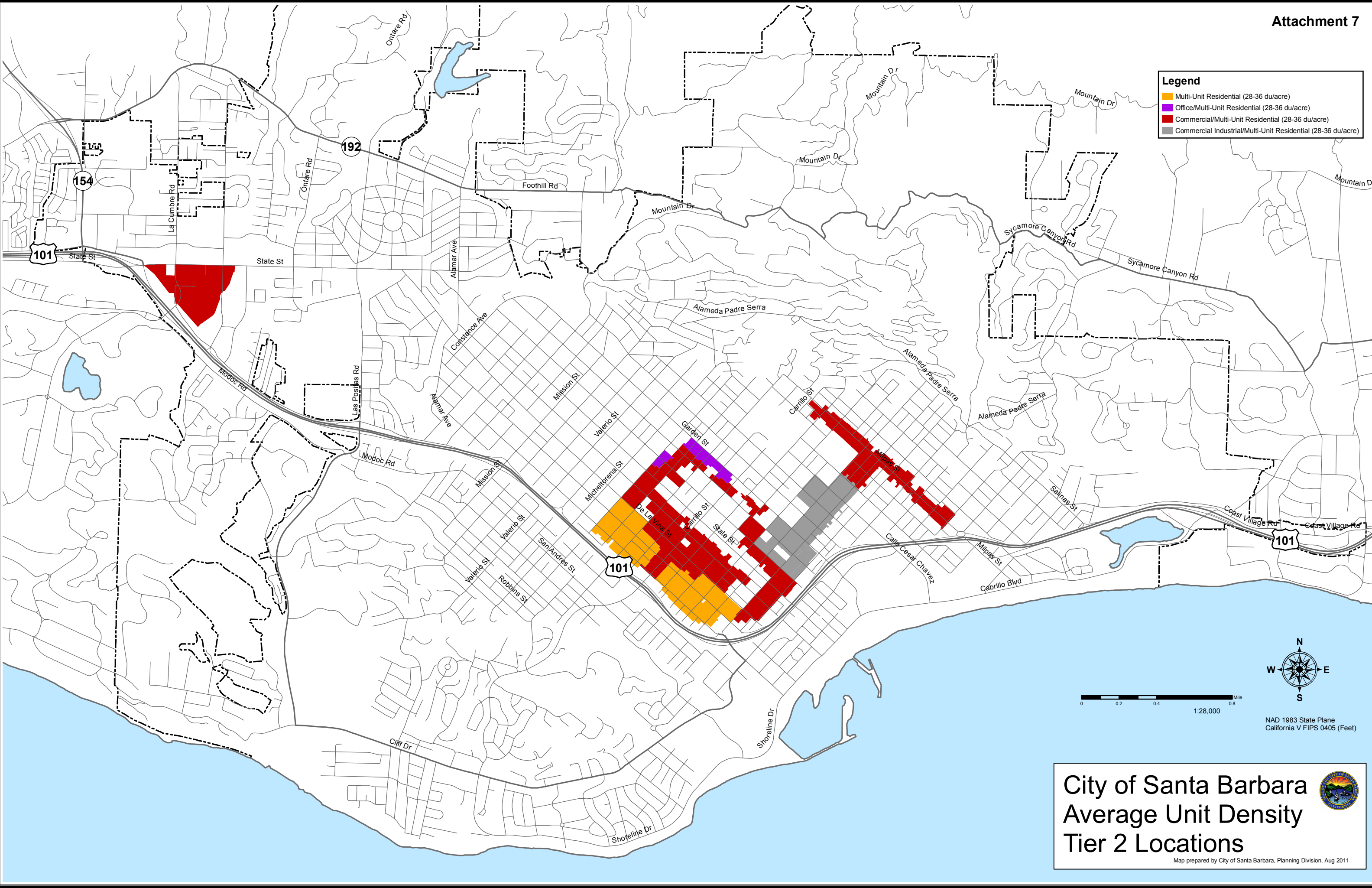


City of Santa Barbara  
Average Unit Density  
Tier 1 Locations

Map prepared by City of Santa Barbara, Planning Division, Aug 2011







# City of Santa Barbara Average Unit Density Tier 2 Locations



Map prepared by City of Santa Barbara, Planning Division, Aug 2011

Legend

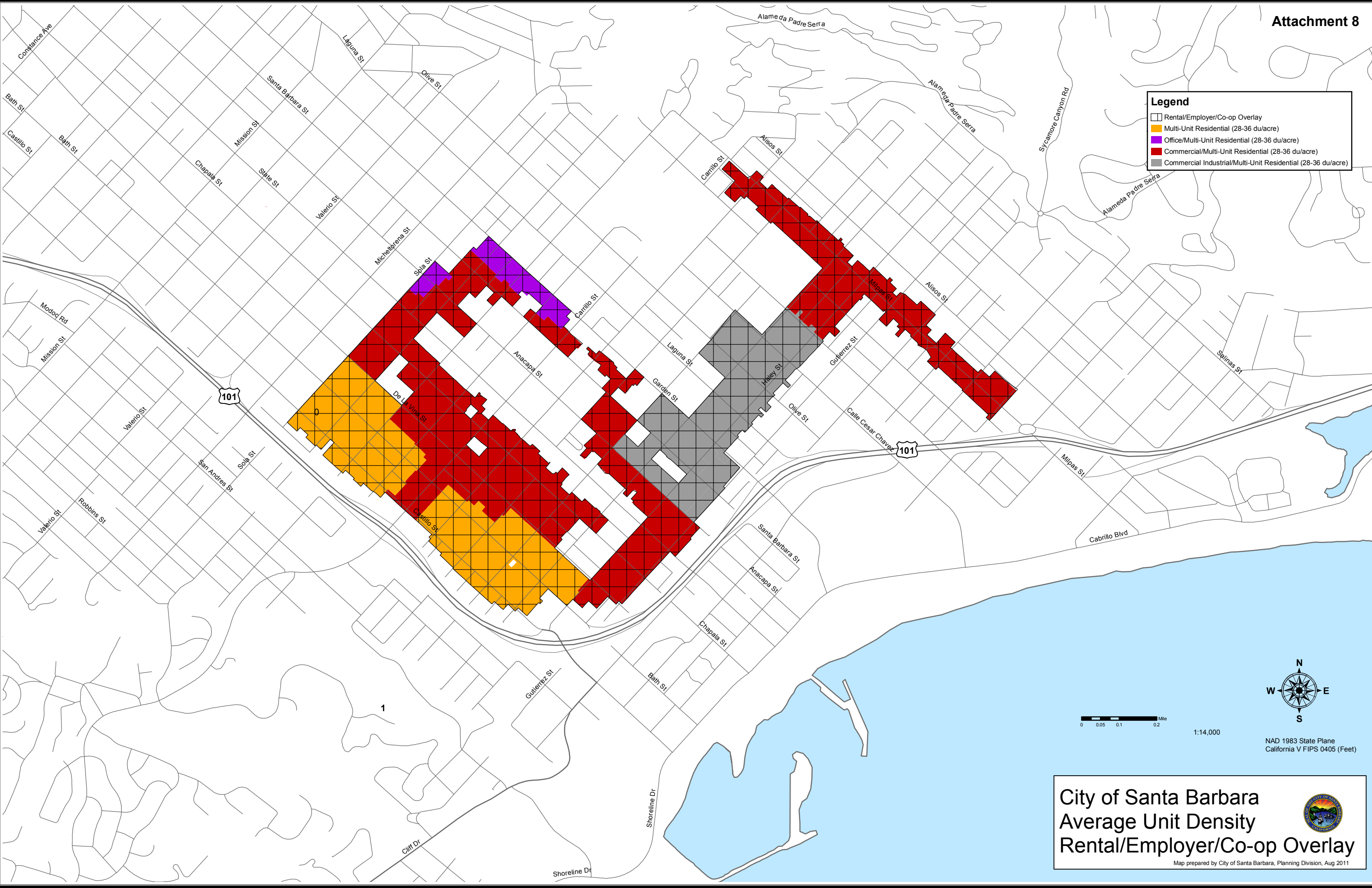
Rental/Employer/Co-op Overlay

Multi-Unit Residential (28-36 du/acre)

Office/Multi-Unit Residential (28-36 du/acre)

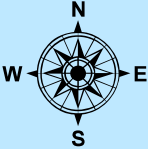
Commercial/Multi-Unit Residential (28-36 du/acre)

Commercial Industrial/Multi-Unit Residential (28-36 du/acre)



0 0.05 0.1 0.2 Mile

1:14,000



NAD 1983 State Plane  
California V FIPS 0405 (Feet)

City of Santa Barbara  
Average Unit Density  
Rental/Employer/Co-op Overlay



Map prepared by City of Santa Barbara, Planning Division, Aug 2011